

THE MILWAUKEE EMPLOYEES MAGAZINE



March 1921

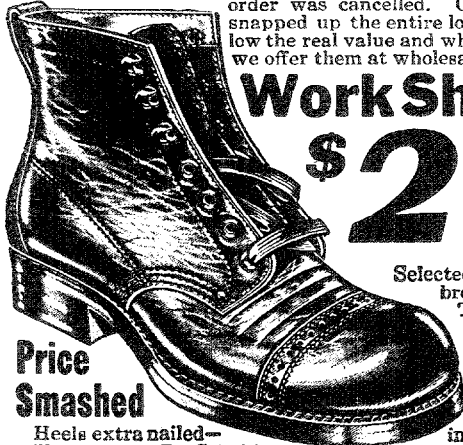
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C. M. & ST. P. RY.

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Here are 4 picked bargains which show how we have laid the axe to prices—cut, slashed and reduced without regard to profits. This is your chance to save fully half or more if you act at once. Don't look for prices to go lower than those we make here. They can't, for these are down to rock bottom. Later you will pay more. Pick your bargain and send the coupon—no money. If not satisfied return the goods and you are not out a cent.

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\$1.95

Think of it—only \$1.95. If not a match for regular \$5.00 trousers—send them back and you are not out a cent. Made of strong closely woven fabric—good for all-round wear. Double sewed throughout. Deep side, hip and watch pockets. Neatly finished and trimmed. Belt loops. Fit, style, material and workmanship absolutely guaranteed. Color, dark gray striped—goes well with any coat. Sizes, 30 to 42 in. waist, 30 to 34 in. inseam. Order by No. CX735.



Give Waist and Inseam Sizes

Smashed Price on These Shoes



Here are 1,000 pairs of shoes at a price

which we proclaim a money-saving value such as you have not and will not be offered within one year at least. **\$2.85** Cut price

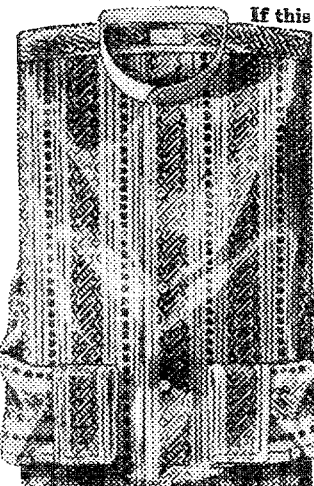
Men's durable black wax veal leather work or dress blucher. Made with two full soles clear through to the heel. Strong heels that won't come off. Drill quarter lining. Strong insoles. Guaranteed counters. Dirt excluding bellows tongues. Sizes 6 to 11. Wide widths.

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Don't pay any more than our price for a silk shirt. You don't have to if you act while this offer is on. Fine quality Tus-sah Silk, noted for wearing quality. Novelty self stripe in solid colors—light blue, pink and lavender. New French cuffs. Fine pearl buttons. Sizes 14 to 17 neck. Order 1/2 size smaller than collar you wear and give color wanted. Try the shirt on, show it to your

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Dept. 8593 Chicago, Illinois

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Send article or articles marked X in [] below. I will pay the bargain price and postage on arrival, it being understood that if not satisfied I can return the goods and you will refund my money.

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Size..... Color..... Waist..... Inseam.....

WORK SHOES, \$2.98, AX1826 BLUCHER SHOES, \$2.85, AX1817

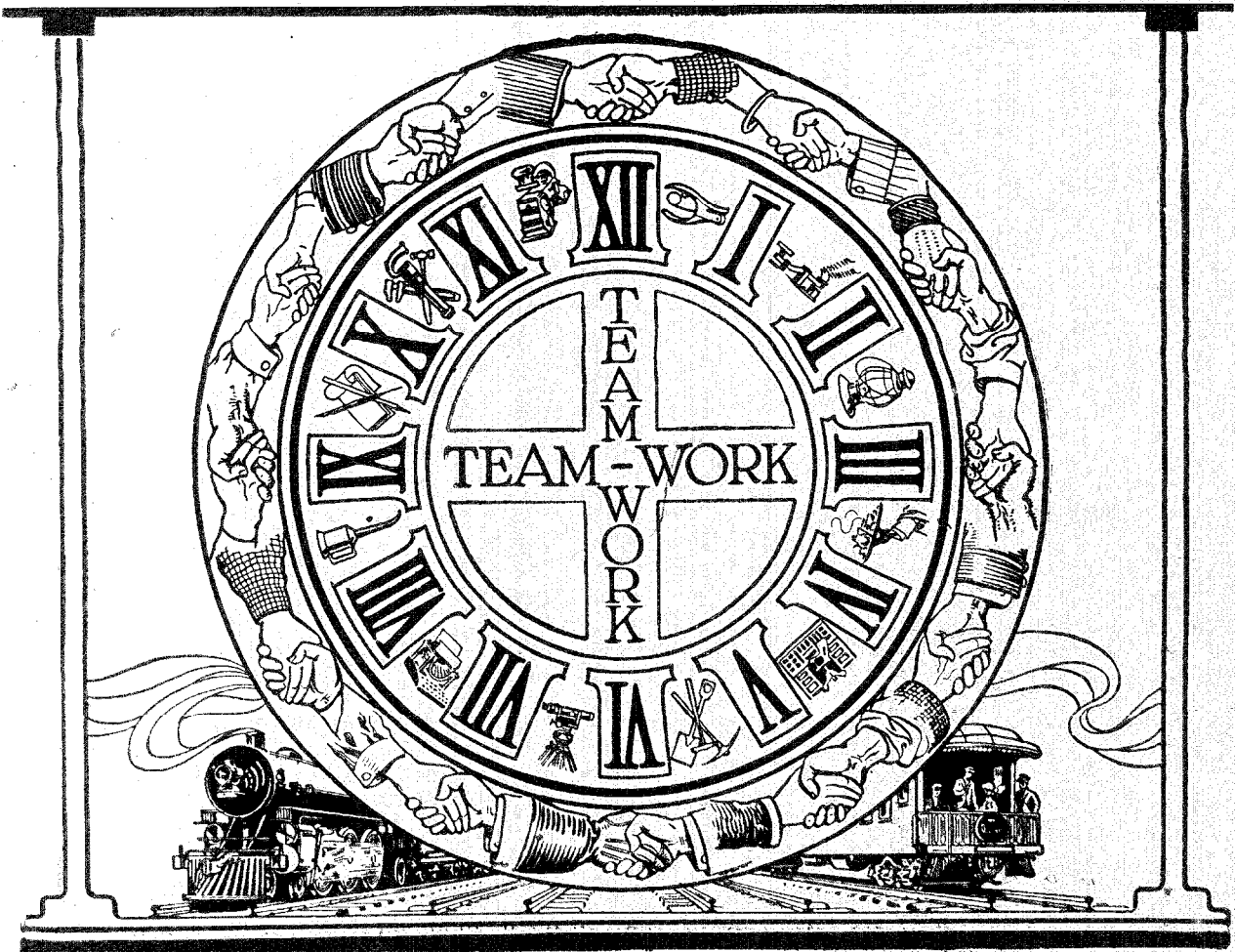
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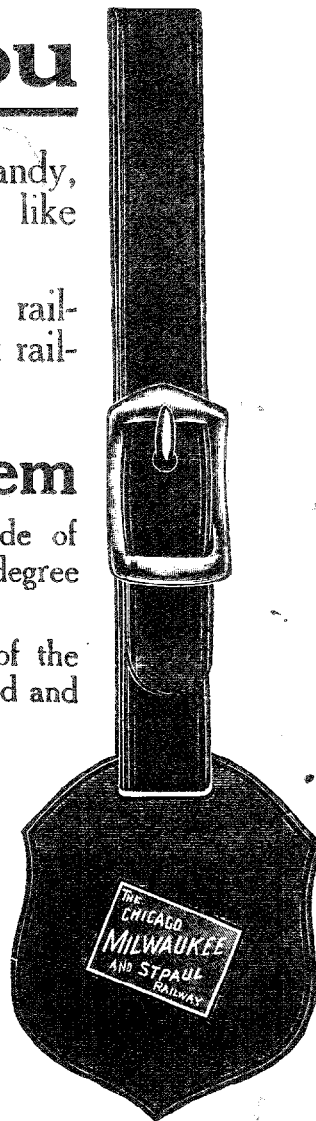
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Milwaukee Railway System Employees Magazine
Railway Exchange Bldg.,
Chicago, Ill.

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Town _____

State _____

R. R. Dept. _____

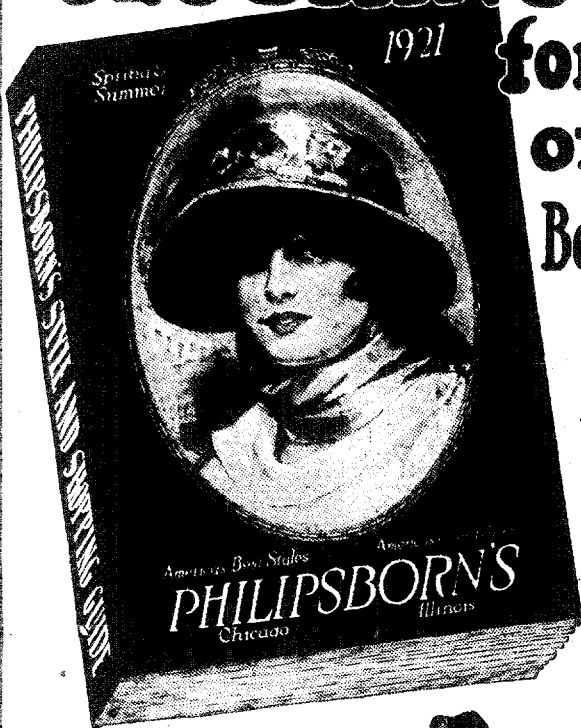
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THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employees of the Chicago, Milwaukee & St. Paul Railway System.

CARPENTER KENDALL, Editor
Libertyville, Illinois

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VOLUME VIII

MARCH, 1921

NUMBER 12

Putting It Over

In the February issue of this magazine, President Byram lays the question before officers and employes: "Are We Going To Put It Over?" He reviews the conditions in which railroad companies find themselves at the present time, and puts it up to the personnel of the entire organization as to whether by their united, earnest effort a successful outcome is to be the issue; and whether this company is going to be able to tide over the existing depression by the aid of their hearty support.

This publication is the employes' magazine, and speaking for the employes, its answer to the President's question is—that if faithful performance of duties, strict vigilance in every detail, undivided interest in the company's welfare, well directed effort toward securing every penny of revenue, and saving every possible penny of outgo—both in hard work done and in material conserved—if all of these are the essentials in "putting it over," the President may be sure it will be done.

Last month's magazine contained the nucleus of an idea for a tremendous traffic solicitation organization, consisting of "a Committee of the Whole," whereby all employes are to do their bit toward filling our empty cars and securing passengers for our trains, by notifying the proper traffic heads when-

ever there came to their knowledge a prospective shipment or a prospective traveler which could be secured for this railroad. The idea has been seized upon with zest all over the system, and there is no question as to the keen interest it is arousing among employes in all branches, regardless of whether their regular line of duties lies with the operating, the maintenance, the mechanical, the accounting, or the regularly constituted traffic forces. Everybody is out to get business, and doing it with a will. It is a shoulder-to-shoulder campaign, and one which will be an everlasting credit and add still other laurels to the famous "Milwaukee Spirit."

Now here is another idea along this same line. This Magazine is very generally read in the homes of the employes, and this paragraph is addressed to the wives, sisters and mothers who may also become "business getters" for the benefit of the "hand that feeds them." The women-folk of the present age are alert and wise in the ways of public service, and their word carries weight in the communities in which they live. Now, therefore, when they go to market, might they not slip a word to the butchers and bakers and grocery men, to the coal merchant, to the man of whom they buy their chicken-feed, to

the shopkeeper, who has buttons and pins and needles—in a word, to anyone of whom they happen at the moment to be buying. The merchant could be asked if his goods were being shipped in over the Milwaukee Road, and if not, the suggestion courteously conveyed that if the patronage of the employes was desirable to him, his patronage was equally desirable to the railroad. In this connection may be told the story of one of our I. & M. Division brakemen, who refused to buy a Mackinaw coat at a certain store in Austin, Minn., unless the proprietor could produce the expense bill, showing that the coat had come into Austin over the Milwaukee Route. That was, indeed, loyalty, but perhaps mother would not care to go to that extreme. However, when was not a woman's power of persuasion the equal of any cave-man tactics of mere men? And if our women will get into this game of soliciting business in the manner indicated, this railroad will go over the top with colors flying.

When the women took hold, during the late war, to conserve food in order to send the necessary quota across the water, they knew the need was vital, and Mr. Hoover sat back with a measure of relief, knowing that the job was as good as done. The result proved that his confidence in the women was not misplaced. In that campaign, the women of the Milwaukee Road did their share. The campaign that is now on, for more business affects them and their families to a very vital extent, for it means jobs and prosperity.

The Magazine makes the foregoing suggestion, feeling sure that it will meet with instant response, because the "Milwaukee Spirit" runs high with our womenfolk. In proof of that, go to a Veterans' Annual Meeting and watch the wives and mothers and sisters, and see how proud they are to be among, and of, that loyal band.

Wedding Bells

On Saturday, February 19, Assistant General Manager C. O. Bradshaw was married to Mrs. Arta A. York of Kansas City, Mo. Mr. and Mrs. Bradshaw are enjoying a wedding journey, and upon their return, will reside in Chicago. "Lines East" extend congratulations.

Have You Used Your Post Cards?

For a beginning, I'll say that you have, to a satisfying degree. Our traffic representatives are receiving returns from the business getting campaign, and at the end of the month the reports will begin to come in. This idea of every employe constituting himself a committee of one to hunt up and report prospective travelers, or shippers of freight seems to have "taken." It has also "taken" on other railroads, which have picked it up and are spreading its gospel broadcast. Inquiries from traffic executives on foreign lines are reaching headquarters, and the plan is being inaugurated generally. Milwaukee employes may, therefore, expect to encounter competitors with all the pleasures of the chase which that entails, and as a consequence, may find the opportunity to demonstrate business getting ability of more than common order. There's a slogan, "1921 will reward the fighter," and who knows until he has tried, what possibilities for a traffic executive lie under blue denim jumpers and an old woolen cap.

Passing.

I have been told that I am old—

Perhaps in the sum of days
Old Time has shown I've older grown
While basking in Life's rays.
He may, indeed, have so decreed
And passed a golden tint
From sunset rays of passing days
With heavenly rainbow glint.

On the golden store of Manhood's lore
His hand he may have placed—
And with visage grim watched eyes grow dim
And lines of care be traced.

I have no choice, I mark the voice
Which made my looks snow white,
Yet Time can't kill the happy thrill
That keeps my heart still light.

Life's tree bore well 'mid summer spell—
The tree held barren years
Which dealt me rain, storms, bitter pain,
Yet thrived on falling tears.
Tho' much it cost, tho' much I lost,
Time can't efface the joy
That my heart swells as Memory tells
Of happiness without alloy.

Tho' death is near, I have no fear,
For me it has no sting;
I've filled Life's niche, in joy I'm rich,
And heart and soul still sing.
Tho' woe and pain and winter's rain
Have dealt me heavy blows,
What is decreed is but my need
And I'm content—God knows.

—Daniel W. Delaney.

STOKERS

C. M. Abell, Stoker Supervisor, at M. M. Staff Meeting, Milwaukee, Wis.)

In presenting this paper, the writer will try to acquaint you with the progress we have made in the application of mechanical stokers and the practical side of stoker operation, inspection and maintenance as found in our daily contact with this phase of locomotive performance.

Installation

The stoker is applied for the sole purpose of amplifying the output of the locomotive by causing more coal to give up the power contained therein.

The carefully thought out literature existing at the present, and the fact that over 6,500 locomotives are equipped with stokers at a cost of approximately \$15,000,000, proves conclusively that stoker firing results in an increase in revenue tons per train mile as compared with hand firing. The question of hand firing large locomotives is no longer being discussed, and during the past year practically no large locomotives were built that were not equipped with stokers. There can be no question but that there is a much larger field for fuel economy on stoker fired engines than there ever was in hand fired engines.

In June, 1917, the application of mechanical stokers was started on our Class L2 engines and the installation of stokers has been going on in our shops ever since. At the present time we have fifty-nine stokers on our Class L2 engines, one hundred stokers on our Class L3 engines and one stoker on our Class N2 Mallet engine. In addition to this number we have in building at the Baldwin Locomotive Works, one hundred Class L2 engines, which are being equipped with stokers, and thirty of them have been delivered and are in service. We have on order eleven stokers which will be applied to our Mallet locomotives now burning oil. The installation on these engines will be completed about January 30, 1921.

Stokers are now being applied at Milwaukee, Galewood, Dubuque and Miles City shops.

The installation of stokers has made a standard front end draft appliance possible, and eliminates the cost of continual adjustments of draft appliances in the smoke box.

Operation

The proper operation of the stoker is a vital point from the standpoint of efficiency and economy. Frequently we have heard the stoker spoken of and discussed as an automatic stoker, and this leaves one to believe that its operation is automatic, especially on the part of the enginemen, and that after it is once started it needs no further attention. Gentlemen, this stoker is not an automatic stoker, but a mechanical stoker, and it will only do what human intelligence causes it to do, so if the locomotive is dispatched from the roundhouse with the fire in poor condition and the fireman starts it

to work without fire in proper condition, the stoker is in no way to blame for a poor performance.

In the preparation of fires at terminals, hand-firing only should be used, and under no condition should the stoker be started until the fire has been built up by the use of the shovel. All banks should be leveled off and the fire allowed to burn through uniformly over the entire grate area. Many delays due to having to clean fires on the road are caused by no other reason than the fire was not properly prepared before leaving the terminal. Light fires are essential in stoker engines, and the stoker should only be run fast enough to supply fuel to the fire box at the rate of combustion. The stoker should not be run fast for a few minutes and then stopped to allow the fire to burn through, as this method is wasteful of fuel and heavy fire usually results from it. Stoker firing can be made practically smokeless firing when stoker is properly operated. Excessive waste of steam at the pop valves and black smoke in dense volumes from the stack are evidences of improper stoker operation.

The use of the stoker for replenishing the fire when standing in the passing track, or when switching, should be discouraged, and the fireman should be instructed to avail himself of this opportunity to become acquainted with the condition of his fire.

When foreign material gets into the stoker the fireman should try to locate same and remove it, rather than try and force the obstruction through the machine.

Stokers are very flexible in their operation, and, when properly handled, obstructions can be removed with very little labor or trouble. Also enginemen need not give up trains on account of obstructions getting lodged in the stoker. When an engine is delivered at the terminal all the coal should be run out of the conveyor and the slides over the conveyor trough should be closed. The engine should not be coaled up with the conveyor slides open, especially those in the rear end of the tender. The fireman should not wait until the engine is detached from the train and about to reach coal shed to do this work. In starting stoker always open steam valves to jets, then open small throttle valve to stoker engine, move operating handle to central position, which starts the stoker driving engine. When necessary to stop stoker engine move operating handle to either upper or lower position. This admits steam to opposite end of differential valve in cylinder, causing piston to reverse and stop at end of cylinder. This allows live steam to remain in steam pipe leading to stoker engine, thus reducing the chance of freezing up in case stoker engine is shut off for any length of time. If when operating stoker there is too much coal at fire door and not enough in front end of fire box, increase pressure in steam jets; when not enough coal at fire door and too much in front end of fire box, reduce pressure on jets. In case too much

coal feeding to either side of fire box, adjust dividing rib. In case of clogs in stoker, put the conveyor screw in neutral position. If it works the clog is in the conveyor. If it does not work, the clog is in one of the elevators. Put the left elevator in neutral position and try stoker. If it works, the clog is in left elevator; if not, it is in the right elevator. By reversing this elevator unit the clog will be forced down and can be picked out of the transfer hopper. Care should be taken to see that steam valves are shut off and operating handle put in either upper or lower position, so as no injury will result. If the obstructions cannot be taken out in this way, remove elevator casing door for inspection to locate the trouble.

Inspection and Maintenance

As the main features of the stoker are located under the engine deck, it is a very good practice to wash off the dirt and coal dust that accumulates around these parts before the engine is moved off the cinder pit. A more rigid inspection can be made if these parts are kept free from dirt and grease and the man who inspects the machine will take more interest in his work.

When engines are held at different terminals for monthly tests, it is good practice for stoker machinist to examine the following parts and if any repairs are necessary they can be made without holding engine out of service between monthly tests.

All foundation belts should be tight and stoker should be solid on frames. Examine elevator and conveyor pawls and springs and see that pawl shifters work properly. Universal joints should be kept in good condition, new pins to be applied when any lost motion exists. The distributor tubes in fire box should be examined to see that they are not warped or burnt off. All oil pipes and grooves should be cleaned out so that oil will reach the bearings. This work will require from two to three hours' time and after an inspection of this kind has been made it would not be necessary to do this work until engine was held for the next monthly test, and it would not be necessary to take engine out of service between these inspections when this method is followed. The proper oiling of the stoker is one of the most necessary features of maintenance and too much stress cannot be laid on it. When stoker is properly oiled and the oil gets to the proper bearings the stoker will cause us little or no trouble between stopping periods of the locomotive. In addition to oiling the stoker receives, I would recommend one pint black oil be put in engine each trip for use of the stoker on the road. The lubricator to the stoker driving engine should feed about two drops a minute, and on all engines a pint of valve oil should be furnished in addition to the regular allowances drawn for the locomotive.

When engines are shopped for general repairs, the stoker should in all cases be removed from the locomotive, dismantled, cleaned and inspected. Worn bushings should be renewed, all parts showing wear

1/16 or greater should be built up with the torch and turned to standard size in order to keep a standard bushing for repair work at outside points, and stoker should be put in first-class condition. Quarterly tests can be made without uncoupling the tank, as tank can be moved four to five feet, and this gives plenty of room to remove draw bars for tests.

Rack housings should be washed out with hot water to free it of any accumulation of oil and dirt.

In conclusion I would like to refer to a paper written by D. F. Crawford, in which the said, "Will you be good enough to let me speak to you as though the mechanical stoker were talking:

1. That I am a mechanical device.
2. That I will only do what human being makes me do.
3. That I cannot tolerate neglect and I beg of you to heed the following admonitions:

Inspect me.
Lubricate me.
Maintain me.
Operate me.



Fire Marshall Thomas Ward, Northern District.

It may be interesting to note that Thomas Ward, the northern district fire marshall, has been serving the C., M. & St. P. R. for the past thirty-one years in this capacity. During all these years there has never been a serious conflagration of any kind which Mr. Ward could not handle without calling upon assistance. His wonderful success lies in his ability to co-operate with the men over whom he has charge. He has been very careful in selecting men who are competent and efficient in this line of work. In this manner he has organized a wonderful system of harmony and co-operation.

On Friday, October 1, a general fire drill was held at Minneapolis shops, which was a fine tribute to the success Mr. Ward has had. Every man responded as though the future safety of the road depended upon the fire drill. During the course of the drill under Mr. Ward's excellent supervision nothing was left undone. Within a few moments after the call was sounded a net work of hose was stretched about the imaginary building on fire, and tons of water were poured upon the debris.

It so happened that many officials of foreign roads were on a tour of inspection of the shops, and they became enthused with the spectacle Mr. Ward was displaying. The drill went along with such precision and smoothness that the visiting officials were amazed. Upon completion of the drill Mr. Ward was sought out and each of the visiting officials shook his hand, saying that the services he was rendering the Milwaukee Road were a credit to himself and a tribute to the system.

From an Interested Employee

To the Editor:

Pursuant to our conversation some time ago, and with the hope that I can help in my own small way to make the C., M. & St. P. the best railroad in the world, I want to offer a few suggestions:

1. The store department have had a price list printed of the many different kinds of tools and materials used on the railroad, for the purpose of making bills and estimates. I am wondering why they could not get up a list of the same nature, giving the cost of various articles of stationery, and have it distributed in the various departments. Stationery is a mighty costly thing these days, and I believe that most of our clerks, and even some department heads, do not realize what it is really worth. I imagine a lot of stationery is ordered of a good grade, where something of an inferior quality would be just as good, for certain kinds of work. Everybody, too, I think should be impressed with figures showing how much the company spends yearly for stationery, and what it would mean if everyone would save only a sheet of paper, a few pins, miscellaneous forms, etc., every day. If we could imbue them with the spirit that the stationery they are using is a valuable article and to use it with the same degree of carefulness as though they were paying for it, I feel some effective economies could be made.

2. While speaking of economies, the thought occurs to me that the different methods in use on our railroad ought to be given more publicity, and there is, I think, no better place than the monthly magazine. I read it quite carefully every month, and I have noticed particularly that little is written by our employes telling how they do their work. Possibly it is not the intent to make use of the magazine in this manner, but nevertheless a good many of us would like to know how the other fellow does things. I sometimes have thought that the company ought to have a contest every month, offering prizes from \$1.00 to \$15.00, for the best articles from different employes in the various departments, telling of what particular methods they use in doing their work that are saving the company money and possible injury to its employes. Other men reading these compositions might possibly change their present inefficient methods. This contest, too, would bring out a good many practices that are expensive, and these could be weeded out, by publishing them in such a way, that they would not reflect on the man or men doing such things.

3. I think the district carpenters ought to have more meetings with the chief carpenters and possibly with other departments, particularly the store department. It would be a great help to district and chief carpenters and the store department, and would, I am quite sure, clear up any misunderstandings which might possibly exist. There is no better way to iron out difficulties than by word of mouth.

4. I have had occasion to hear a certain

Division Official remark that it was none of his business to report things that were wrong, he thinking possibly that he would be looked upon as a school boy telling the "teacher" something she would not find out otherwise. Possibly this feeling is caused by the fact that there is liable to be some serious trouble come out of what he says, causing someone to lose his job or the like of that. But, at any rate, I think that everybody should be impressed with the idea that any irregularities are worthy of the most serious consideration of those in a position to correct them; and that by letting the proper one know such problems can be handled without embarrassment to him or loss of employment to someone else. Make everybody feel that the success of himself, and the welfare of the company are two of the many things in life that make living a pleasure. Make them feel a keen sense of responsibility in everything that they do. If it is possible, try and have them realize that their efforts are as worthy of as much energy in their present position as if they were "in business for themselves."

5. More about the magazine! I have wondered at times why the heads of different departments did not suggest in the magazine, books that men under them should read and study, in order to fit themselves for something better. We see advertised different courses, requiring night study, which help men to succeed, but these invariably cost money, and if suggestions were made of the names of books and authors that could be obtained at the public library, many men would take advantage of it.

6. I think the magazines, such as the Railway Age, the Railway Maintenance Engineer, etc., should be passed on to the foremen to read after the superintendent, district engineer, district and chief carpenters and roadmasters are through with them. A good many men would gain knowledge of certain things they could obtain in no other way.

I am giving you the above for what you think they are worth. Trusting that these will be of interest and value to you, and with the hope that I may be able to give you more and better ideas in the near future, I remain

Yours very truly,

H. C. McCALL.

"Good Pilots Are Not Made in Calm Waters"

Trans-Missouri Notes

Brakemen John Linda and L. H. Larson have forsaken the overalls for silver buttons, and we now see their smiling faces on our passenger trains.

Chief Clerk Obst, in addition to his many other duties, has taken a new profession on his shoulders, that of social decorator and caterer.

C. J. Richards, Jr., is now working at McIntosh.

Superintendent Fuller has been at Helena the past week attending the Montana legislature in the interests of the company. He mentions a large gunny sack.

Agent R. S. Lewis recently made a trip to New England via Havelock. You ask the reason for such a move? The county officers, including the sheriff, have not changed since Mr. Lewis resided at New England.

Saving Money for the Company

"A penny saved is worth two earned," is an old saw particularly applicable just now to the good work that is being accomplished all over the railroad by our interested employes. Money is being saved in both large and small lots, and the small lots count for as much in the effort put forth and the head work done as do the big amounts which loom large on the balance sheet at the end of the week. Counts also in that the effort strengthens a man's loyalty, develops care in his work and makes him feel the personal interest which he would feel if he were conducting a corner grocery store of his own and garnering the pennies for his own little savings account in the bank over the way.

Reports continue to come in showing that the men on whom the responsibility falls for making a good showing in saving the company's money and material are on the job and not overlooking the little leaks. Savings of a little matter of 10 cents here and 25 cents there, of a few bolts and nuts in one place and pens and ink in another, eventually develop into figures of good size, when considered in relation to the extent of this system and the amount of material and money involved.

Conservation of coal is a recent development in the savings campaign, and the management has asked all firemen to make the effort to save ten shovelful of coal a trip. With intelligent headwork, this may be accomplished with amazing results in the amount of coal saved. Coal is also being picked up off the right-of-way and along the tracks everywhere, and turned into stations, yard offices and other places where stoves are used—in many instances making it quite unnecessary for the company to furnish any fuel whatsoever at such places. This pick-up in one yard of the Chicago Terminals alone, during one week, amounted to over three tons of coal. Other materials are being as rigidly gathered in, while the scrap piles are being searched for possible material which may be used in making repairs, instead of making requisition on the store department for new supplies. Among the roadmasters, section foremen, carpenters, roundhouse men, signal maintainers, etc., there is every indication that all are alive to the exigencies of the present situation and are co-operating with the management to save and help in every possible way to tide over the hard times.

In the following will be found a few of the methods adopted for conservation, taken from the reports which have been sent in from the different divisions, sections, shops, roundhouses, stations and offices.

In one terminal a rigid drive was inaugurated toward getting our power dispatched on an "On Time Movement," with gratifying results. The heating system was gone over and with some slight changes it was found possible to handle the situation without the use of coke, as was formerly the practice, thereby effecting a saving on both labor and

material. Close attention was paid to the matter of avoiding the waste of fuel by not having engines under fire unnecessarily, showing excellent results in the fuel performance as well.

Also from the same source is reported "no engine supplies, tools or other special equipment are drawn from the storehouses without the old having been turned in, while a canvass of the lockers and all the buildings has resulted in the return to the store department for credit, a large number of such articles. Attention has also been given to knocking fires and draining engines, setting them outside when possible during times that the roundhouses are congested, to avoid burning coal unnecessarily."

One B. & B. foreman reports that he recovered about 450 feet of lumber from the old lean-to on a shanty which was being moved to other premises, and used the same for repairs on an ice house. About \$7.00 was saved at another ice house by using old material for ice skids.

Still another B. & B. foreman reports that he salvaged scrap car siding from a scrap pile to take the place of 150 feet of B. M. form of lumber, and 80 feet of old 2-inch car flooring, which he used flatwise in place of new 2x4s. In grouting under the grinder and planer at the machine shop, he also picked up enough 2-inch scrap material to save 64 lineal feet of 2x4-inch lumber.

A signal department report contains, among others, the following: Shortened throw rod for detector bar at one station, saving 6 feet 1 inch pipe. One signal maintainer repaired five detector bars, using old rivets, thereby saving 225 rivets. He took up lost motion on a lock rod and saved one new one. Two lock rods on which the thread was badly worn, causing much lost motion, was taken care of by cutting the worn, threaded end off and welding on a new thread, thus saving the cost of a complete new lock rod.

A signal maintainer saved eight 42-inch galvanized iron bond wires. Wires were broken on one end. He used the same wire again. He tightened rivets on detector bars, saving 100 counter-sunk rivets. Two new lock rods were saved by welding good thread end rods from old material.

Many other reports from the maintainers indicate they are using their heads and cultivating ingenuity in making repairs and using old materials wherever it may cause a real saving. Lost motion taken up in front of lock rods on switches, by renewing jack screws and 7/8-inch pins. Saved two new lock rods on a crossover by welding good thread end rods from old material. Saved 227 bottom rollers by using all old rollers that were not broken. Saved 230 cotter keys by using all old cotter keys that were not rusted or broken. Saved 100 stands by using old stands that were not cracked or broken.

"1921 Will Reward the Fighter"

Four head rods which were badly worn were taken care of by stoving up the worn bolt holes and redrilling, then taking up the lost motion in switch head rod, which otherwise would have required new rods.

Another maintainer reports that he boiled out long time burners in caustic soda and made same as good as new.

Five throw rods on which the jaws were badly worn were saved by cutting off the worn jaw and new jaw end welded on same, thereby the saving of new throw rods.

A trainmaster reports that one night a light engine in charge of relief crew ran through a switch, damaging switch stand to such an extent that it was necessary to change out the stand. He and the night track-walker changed out the stand at once, avoiding calling out the section men and delays to engines in and out of the round-house. On another night a car was derailed on lead track caused by brake rigging coming down. He got two carmen and the tool car and rerailed the car, avoiding the necessity of calling out the wrecking crew.

From several offices it is reported that they have been making their own ink by saving old typewriter ribbons, soaking them in water, getting very good results. Scrap paper has also been cut up and used for scratch pads.

A section foreman reports that the stove pipe in a switch shanty burned out, and he recovered a good, usable pipe from the scrap heap in back of a neighbor's house and used the same, thus saving the company a new one.

The roadmasters and section foremen are searching the scrap piles and finding usable old spikes, switch points, frogs, rods, etc. One roadmaster writes: "I have kept after the foremen to save new material and from what I have seen, we have all the foremen behind us in the economy of material. I have helped one of the foremen patch up several frogs and head rods and have shown another one how he could save two switch points and several other things, and thereby we have saved a good deal of new material." Also another foreman says: "Have saved a good many spikes past week—have no spikes in scrap pile; have used all of them. Have saved three frogs by taking out parts from frogs in scrap pile and patching other frogs with these pieces."

One agent says he always practices economy; that he buys his own pins and matches for the station, makes his ink by soaking old typewriter ribbons in a bottle of water, keep fires as low as possible, picks up pieces of coal on the track around the depot to save fuel, scrubs depot and washes the windows himself, to save section labor. Another agent writes that he saves coal by using only one waiting room, scrubs depot office and waiting room floors and washes his windows. Saves the company the expense of a clerk by attending to the industry work himself. Saved the expense of a switch engine and crew one day in January by not

having any switching performed on that day.

One of the chief carpenters reports: "While erecting smokestack at Eighth street coach yard, we used 500 lineal feet of S. H. 5/8-inch cable for guy wire, which cable was not good for any transmission work, and was really not the best for guy wire, but it saved the expense to the company of furnishing new at this time when reductions are asked for. Five hundred feet of guy wire at 20 cents per foot would come to \$100.00. While this cable was recovered as scrap, but if a charge must be made, it could be charged out at 2 cents a foot.

Hundreds of grain doors have been picked up and returned to the storekeeper, and with a little extra care and work in cutting rails, many of these which have been found broken in track, have been shortened and used in places where shorter rails will answer the purpose.

One pump repairer reports that he picked fifteen feet of old 2x8 plank out of the scrap pile near his work and used it in repairing water boxes in stock yards.

Dispatchers are all alert to economize on time and promote efficient use of the same. Train movements are watched closely, train crews notified in advance of what they were to do at each station and how the cars stand in advance, so they could be picked up with the least amount of delay.

Several roadmasters are holding meetings with their section foremen regularly, at which ideas and suggestions for conservation are advanced and discussed. At one of these meetings a foreman stated that he had been able to load a heavy rail with one man, by placing one end of the rail on the wheel of the hand-car, the man lifting up the end of the rail a little while he pushed the hand-car under it. By pushing down on the rail it will ride along the wheel to the proper place on the hand-car. At one of these meetings it was thought that it might be a good plan to have a rail placed every mile or two on each section, so that if a broken rail occurred the foreman would not have to pump back to a station for a rail. This would be a saving in labor and overtime, if not in material, and the rail would not deteriorate any more than if kept at a tool house.

A section foreman reports that he had a broken rail and saved time as well as a new rail by drilling two holes through the broken rail so as to fit the two cast holes in angle bars, applying rail strap and two bolts, thereby making it safe and using the two perfectly broken pieces instead of scrapping same.

Another section foreman says he picked up 55 pounds of coal during the first half of January and 42 bars, which can all be used again, saving just that many new ones. He picked up four grain doors from a coal car, worked alone on his section nine days, saving 72 hours. Helped a neighbor section foreman shimming, and kept a safe railroad on his own section the while. He also patrols his track every day and tightened bolts and spikes. Many other section fore-

men write that they have worked alone during the period reported, and by extreme vigilance, have maintained safe track, all of which is great saving for the company.

Train and engine crews are alive to the situation and are doing all possible to eliminate delays and overtime, picking up stray material along the track and putting same to use or placing it properly; placing cars set out on spot wherever possible to do so without too much delay; not lighting lights until necessary and putting them out as soon as practicable, to save oil; trying to be on time and get out of yards when ordered to leave. An instance reported by Conductor Middlebrook of H. & D. Division may be used as an example of the efforts that are being made to help the economy campaign. He had forty cars into Wegdahl on January 28, with orders to pick up 52 more. On the head end of his train into Wegdahl was one car for Montevideo, then eight empty stock cars for H. & D. Division, then one car for Montevideo, one car for Milan, one for Appleton, respectively. He held onto these short cars and picked up the 52 cars, thereby saving the switch engine at Montevideo from handling the 50 or 60 cars to dig out the short cars at Montevideo from the through cars.

An H. & D. Division dispatcher reports, among other savings: On January 12, 263's extra had 74 cars and one car live stock for Bongards, took the stock to Norwood and had a light extra east back-haul it to destination, saving delay to 263. This same train on the 19th had a car of oil billed Renville, and on receipt of list of train he obtained diversion on this car from station-master. Renville gave it to the conductor at Bird Island, thus saving stop at Renville and several days delay to the oil, and made up time on time freight.

A section foreman discovered two old track chisels that were out of order, and as he had a Keystone grinder, he ground these chisels in a very short time and made them better than new ones. He later cut six rails with one of the chisels, and it is still good for many more. He has also repaired other track tools himself, and gets good use out of them by keeping them in good order. Another foreman has done a good stunt in walking fifty miles over his section, making a saving of gas; and he also made 200 tie plugs, saving labor and material in that item.

One dispatcher writes: "About the best item I can think of at the present time is the 100 per cent movement of passenger trains, which I feel took a great deal of special energy to accomplish; and to all concerned is due their portion of the credit. I believe this is the first time this has been accomplished, at least as long as I can remember."

An Iowa agent writes: "Ticket window sash cord worn out. Secured a new cord and weight, which was given us by the lumber company. Two hours work by myself resulted in application of the cord and weights, avoiding the necessity of getting a

carpenter." Another: "We have two waiting room stoves. We kept one only going, saving the cost of operating two. Reclaimed five grain doors found in merchandise car. Placed them in the grain door supply. Conserved on electric light bill by cutting out several lights. Handled freight loaded and unloading in much manner that when way freights were late, it was not necessary for a man to remain on duty to protect perishable freight from freezing."

An Iowa section foreman advances the following, which has been deemed exceptionally meritorious: "By using 8-inch shim spike for laying crossing plank, driving them on each edge of plank instead of crossing spikes being driven through plank, the shim spike can be easily pulled with claw bar without injury to plank, while it is almost impossible to take up a plank spiked with crossing spike without splitting the plank or pulling the head of the spike through plank." And another: "Made a good many shims out of old scraps of lumber and did not use any good new material of any kind. Also made braces out of pieces of crossing plank that were not fit for anything else. Also worked in the yard, cleaning crossings after working hours, so as to get out on the main track work on time in the morning."

One agent says that he recovered the blocking from twelve shipments of automobiles, and as the expense of this blocking material is \$2.00 per car, the saving was \$24.00 in that particular instance.

A general car foreman reports that he removed from cars on repair tracks 76 good serviceable grain doors which would otherwise have gone to connecting lines, if same had not been discovered. Also reclaimed 200 feet of good grain door lumber from cars in switch yards and reclaimed 380 pounds of draft timber bolts found in foreign cars that came from connecting lines.

A roundhouse foreman, who has done excellent conservation work, writes: "Another great item is material. For the months of December and January I have made 100 per cent in returning old material to the store department before receiving new. This was done by continually keeping after the men to return old material, even if it was as small as a broom handle which is worth 10 cents to the company."

A pump repairer in Iowa reports saving material and labor: putting up a 32-foot ladder on tank without help by using ropes, saving carpenter's time one day, digging up and repairing 4-inch cast iron water pipe, 8 inches under ground, with 2-foot of frost and ice on top, without help; digging up and repairing sewer under passenger station without help; patching coaling house plant hopper with scrap sheet iron and old lumber; saving cost of new sheet iron and lumber, also carpenter's wages; put on two door checks and repaired one on depot; put chains on eight trucks and repaired one wheel after working hours. Loaded one spool 5/8-inch steel cable weighing 600 pounds with the help of only one man.

A yard foreman reports straightening one 90-pound and one 75-pound switch point after they had been run through by a train by heating them and straightening with rail bender. These points are now good as ever.

A section foreman in this same district reports saving enough oil to oil all of his bolts by catching the overflow from the engine at the pumping house.

An Illinois agent writes that he saw several empty coal cars being returned to mines for loading, with hoppers full of coal. Had one of them taken to the coal house and hoppers dumped and coal shoveled into the coal house for station use. With the present cost of coal it would be a great saving for all concerned to watch this matter and see that cars are entirely unloaded before returning to the mines. A car foreman in the same district writes: "I never let the men sit around while waiting for cars to be spotted and repair track to be switched, but send them out in the yard to make light repairs in the meantime."

A Wisconsin agent reports that he has made a campaign with shippers in the matter of unloading cars promptly, and has been successful, saving much per diem. Very little delay in foreign cars at his station.

Another agent writes: "All grain doors have been removed from cars received, coal has been picked up on tracks and employes urged to watch all matters closely in regard to waste of time or material; and to be on the alert at all times to give the public and employes **GOOD SERVICE,**"

Warehousemen are doing their part by making small repairs when possible, and saving thereby the time of a carpenter. At one place a drain pipe had to be fixed at freight house where it crossed a sidewalk. The pipe was removed by warehouseman and sidewalk repaired. Took him about two hours to do the work instead of calling for a carpenter.

An agent writes that he found one pig of iron in the yard, weight 95 pounds, value \$1.90; brought same to warehouse and sent to Prairie du Chien. Received a flat car billed in empty, on which was a No. 1 cedar tie. Reclaimed the tie and put same in stock for section foreman's use.

The foregoing are picked from many reports and cited merely as examples of what is being done everywhere. There are hundreds more than here quoted, covering all the activities of operation, and all showing the good will and interest manifested by employes of all branches.

"He who gets the spirit of efficiency with a capital 'E' will have occasion to look back and, 'Well, 1921 was certainly my year; that is when I got my start.'"

Learned to Save When a Boy

H. J. Cadman, Janesville, Wisconsin.

Read how saving of labor and material is accomplished and see what you can do or tell us what you have done.

STOP! Read every word and follow
LOOK! the example.

LISTEN! And you will hear the brakes
release on the wheels of industry.

when saving of labor and material becomes the universal slogan such as "Safety First" has.

When a boy I was taught to save every way I could, and I conscientiously say I have followed this teaching, where and whenever I saw a chance, and these opportunities are afforded everyone in every walk of life.

On an order to move a pump house and lay a new suction pipe, replacing 500 feet of 4-inch pipe, I ordered 5-inch pipe, and on completing the work, the cost was found to be considerable in excess of the estimate, which had to be explained. The old pipe was above the level of the lake from which the water was pumped. I placed the new pipe 2 feet below lake level from lake to pumphouse, and if a small hole would ever rust through the pipe, the pump would not take air. Where before we pumped 26 inches of water per hour into the tank, we now pump with the same number of strokes per hour, and same amount of gasoline 36 inches of water, which amounts to 3,000 gallons per hour, 8 hours per day.

In a deep well the suction pipe was within 12 inches of the bottom of the well, and quite often we would run out of water; by lengthening the pipe we now get all the water we need.

In order to overcome the trouble caused by this so called patent piston packing for steam pumps, I prepare my own packing, as follows: Cut clean burlap (shaken out well so no dirt and grit is in it, as this would cut the piston) into strips wide enough so when rolled tight it will be the right size; lay this flat and with a knife spread rod cup grease thin on both sides and then roll tight and this will pack your piston better, and last longer than any you can buy, besides making a big saving in labor and material.

Flush boxes in toilets should not be filled more than two-thirds full, otherwise water will, a great many times, run through overflow, and it will also save a great deal on water bill.

A piece of old lawn hose is a handy thing in emergency cases, and on a rush job especially in repairing connection from one pipe to the other, when correct material is not available or you are called away on more important work.

As I do not know it all and no man can and we are never too old to learn, I would surely appreciate to learn and benefit by the experience of others, no matter in what capacity.

Let our slogan be: Efficiency and Economy.

"MORALE"

G. E. O.

A word with a very broad meaning. Ever stop to define it? Here's the way we get it: "State of mind with reference to confidence, courage, zeal and the like—especially of a number of persons associated in some enterprise."

General Grant applied the word to national troops. We may apply it to railroad men—the men on the train directly responsible for train movement. Our enterprise is traffic and transportation. Ever stop to think how important the MORALE of men in charge is to the movement of trains from which the railroad derives its revenue? The men on the trains are only a small percentage of the great force required to operate a railroad, but they are the ones directly in charge of the thing that makes it possible for us to cash our checks!

They must have "CONFIDENCE, COURAGE, ZEAL and the like;" if not, train movement will not be a success.

Train dispatchers and those whose duties require them to receive and deliver train orders, are directly responsible for the movement of trains; but they have regular hours of service and are not subjected to such varied conditions as would affect their state of mind.

To successfully operate a railroad, then, we should study the conditions that directly affect the MORALE of the men, especially on the locomotive and train. A remunerative wage will not alone maintain a high standard of MORALE. It is gratifying to think, as we go along, that we are well paid for our work; but we cannot have the matter of compensation constantly in mind. Some few men permit their thoughts to dwell upon the matter of wages, but invariably this class of employes is the least valuable in the organization. But the majority are railroad men by choice and derive more or less pleasure from their work, and, contrary to public opinion, they do not purposely delay their trains so as to be paid for overtime. Their ambition at the beginning of the trip is to complete the trip. They have CONFIDENCE in their associate employes. They have courage to meet the opposing forces with calmness and

firmness, and many opposing forces there are to the prompt movement of trains. They have zeal and eagerness in promoting the movement of their trains. All this they have at the beginning of a trip, unless during a number of previous trips they have been thwarted in their endeavor to move their trains promptly. They may have the required MORALE at the beginning of the trip; but if they meet opposition at every hand, and the trip is not a success from a prompt movement standpoint, then "state of mind" is such toward the end of the trip that their services are a PENALTY upon their employers.

The one thing, most of all, that maintains a high standard of MORALE is prompt and uninterrupted movement of trains; and the one thing that will make the average train employe think only of wages is long, unsuccessful hours of service in getting over the road. Compensation is, then, the only pleasant thing they have to think about.

Why should we not make a study of the MORALE of these men on such portions of our railroad as conditions are bad—start all over again—and, if necessary, sacrifice other things to gain prompt movement? Why not call our operating forces together and discuss means of obtaining prompt movement? We must sacrifice at the beginning, but at the end of the month, our portion of the railroad will be ahead. Not only in the MORALE of the men, but in cost per ton mile, terminal facilities, and condition of locomotives and cars.

We may say, "I have done nothing to PREVENT prompt movement." But have you actually done anything to PROMOTE prompt movement?

A thing worth doing is worth doing well. This adage applies to moving cars as well as to hoeing potatoes; and too many of our American railroads are not doing the thing well. There's a reason: Make it possible for a train to move promptly, and then some up-to-the-minute fellow will set the pace, after which the fellows who think only of wages will have to keep up or be hopelessly left behind.

In that word MORALE is the secret of improvement, in fact a radical change for the better.

Safety First

A. W. Smallen, General Safety Supervisor

SPECIAL NOTICE

Kansas City Terminals had a record of 100% in January, 1921, no accidents.

"Safety First" Among Railroad Workers

Printed by courtesy of the Editor of the Railway Employees' Journal. From the February issue.

For the first few years after it was coined the slogan "Safety First" was spoken sneeringly, with the inflection of disbelief and skepticism. Men were loath to accept, practice and believe in its principles. If a man reported a dangerous condition or a hazardous practice, he was looked upon by many as a "stool pigeon" or a "spotter." If he practiced "Safety First" and did his duty as he saw it, often he was ridiculed by his fellows.

"Safety First" had the same ordeal to pass through that any great movement encounters, but I am glad to say that today the thinking men in railway service believe in and practice "Safety First" in greater measure than ever before. Its proved results are so gratifying that anybody who thinks is compelled to realize the value of this movement.

I am sorry to say, however, that we have many men who do not think as deeply as they should, and, consequently, do not solve these problems for themselves and are derelict in their duty in many ways.

This great "Safety First" machine has many cogs. If each one performs its duty as it should, there will be few mishaps, and it especially behooves us railway men to make our part of this machine as perfect as possible. Some of us are disposed to consider self alone—to perform our daily labors carefully enough as far as we ourselves are concerned, but without thought or regard for those about us. That is a wrong theory. Railroading is not a one-man institution; this is not a one-man world. Co-operation and the spirit of pull together, the spirit of sacrifice one for the other are essentials of true success in any walk of life.

I ask you just for a moment to consider the Lord's Prayer, that wonderful petition which breathes co-operation in every sentence. The first phrase, "Our Father, which art in Heaven," distinctly eliminates the word "I"; it bids us forget self, for it says "our" not "my." And again, "Give us this day our daily bread"—co-operative—and "lead us not into temptation"—co-operative—and "Deliver us from evil"—co-operative. Could any greater lesson of co-operation be given humanity than in that wonderful prayer?

One of Christ's disciples, in attempting to evade a responsibility, said, "Am I my

brother's keeper?" The answer was and always will be unqualifiedly "Yes." We are possessed of certain attributes of Deity which make it imperatively necessary for all of us to look after the weaklings. I will illustrate.

You ride your horse to the brink of Niagara. Your dog, following along, will stop beside your horse when you stop and perhaps sit down to rest. Your horse will gaze idly for a moment and then, if forage is within reach, will begin to browse. Not so with the man. You gaze on that wonderful spectacle and a feeling of admiration, and inspiration will thrill your being. Unconsciously the spark of Deity within you will rekindle to the inspiration of the same power that created this wonder of nature and all the universe. You sit there lost in admiration, your soul naked and responsive to the Omnipotent, to the unmistakable voice of God with us, proclaiming that man is superior to any other creature on this earth.

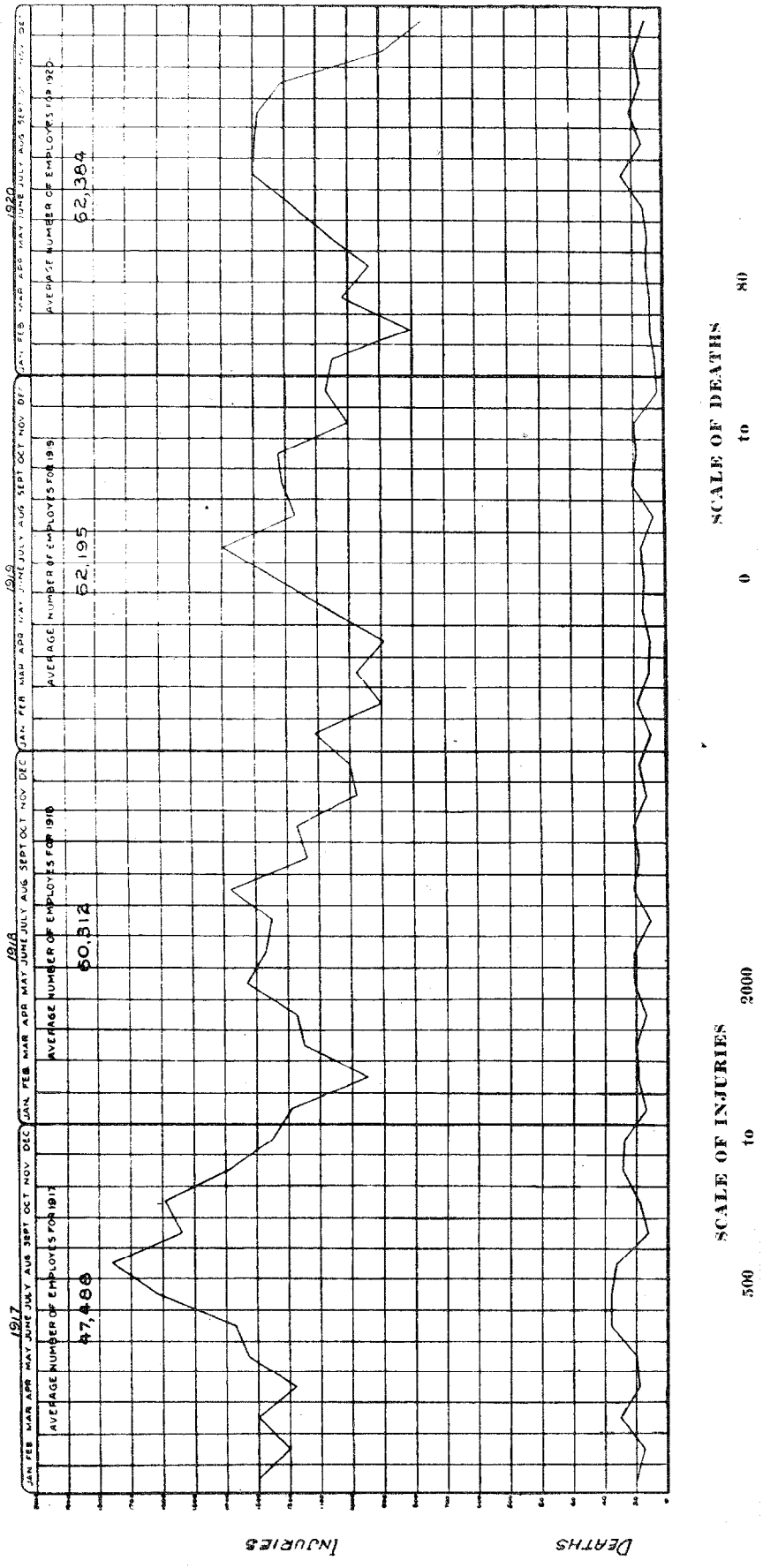
We may teach a dog to do certain things. We may train a horse to perform his duties faithfully and efficiently, but the human mind, instinct with the spirit of God, should rise above the ordinary performance of stereotyped duty and should recognize and take advantage of its opportunity to build character to save and to help in every way possible protect those who, like ourselves, feel the thrill of the Deity in every heartbeat.

"Safety First" is spoken of in the Golden Rule. "Whatsoever ye would that men should do to you, do ye even so to them" is easily applicable to this important movement. "Safety First" complies easily with the last message Christ gave to his disciples, "Live ye one with another that the world may know ye are my disciples." You would not harm the person you love. You would not carelessly permit a dear one to be injured—and we are all kindred; your duty extends to all mankind, and you will be held accountable for your sins of omission as well as commission.

A man and his wife and a gentleman friend attempted to cross a railroad track a short distance ahead of a rapidly approaching train. The wife hesitated for a moment. The husband took her by the arm and said, "Come on; we have plenty of time, if we hurry."

He did not practice "Safety First." In crossing the track, the wife's foot slipped down between the guard rail and the main line rail, and became firmly fastened. The husband put his arms around her and attempted to pull her out of her perilous position. Her shoe laces held, and as the train

SAFETY FIRST



was almost upon them the husband and the gentleman with them stepped aside to safety.

The wife, realizing in a moment that her life was to be dashed out, held out her arms in silent appeal to the man on whom she had all through her life depended for protection. The appeal in her eyes, the terror and agony in her face, aroused the spark of Deity in this man's breast. Like the noble man that he was, he stepped forward on to the track, put his arms around his wife, and pulled her dear head down on to his shoulder, shielding her eyes from the onrushing monster, and said, "I'll stay with you, Mary." In a moment both lives were dashed out.

We can ill afford to lose men who under the stress of such trying circumstances will without a moment's hesitation decide to "stay with Mary." We need them and we should therefore train them so that they can "stay with Mary" and still live.

Some of us have many times been guilty of saying, "The railroad companies practice Safety First because it saves them money." All right, let us for a moment agree with the man who is heartless enough to say their sole motive is a mercenary one. What does the practice of "Safety First" mean to the railroad man of the rank and file?

If a man is hurt or killed the railroad company may be compelled to pay out to his family a certain amount of money that

might have been saved by the practice of "Safety First." Is the company's loss as great as that of the family? Can any amount of money recompense a true wife for the loss of her husband? Can any amount of money, no matter how great, repay a child for the loss of its daddy? Figuring it on a cold-blooded financial basis, we, the rank and file, are the heavier losers.

So I say to you, brothers, that from the standpoint of a Christian doing the work of the Master, or from the standpoint of a railroad man fulfilling his obligation and living up to his creed, or from the standpoint of a cold-blooded individual who is dominated by dollars alone, that "Safety First" pays. It pays in dollars. It pays in improved condition, and, last but not least, it pays wonderful dividends in the saving of life and limb and suffering.

I hope something I have said in this message will strike a responsive chord in the heart of every railroad man, and that he will repeat over and over to himself, again and again, the words "Safety First" with so much reverence in his thoughts that when he pronounces them they will be a benediction—a benediction that will bless and protect him all the days of his life.

(Written by Brother Edward L. Blair, National Vice-President.)

The following is a list of the dates of the Safety First Committee meetings for the month of March, 1921:

Date.	Place.	Division or Shop Committee.
March 1st.....	Des Moines, Iowa.....	Des Moines Div.
March 2nd.....	Kansas City, Mo.....	Kansas City Terminal
March 3rd.....	Ottumwa Junction, Iowa.....	Kansas City Division
March 7th.....	Austin, Minn.....	So. Minnesota Div.
March 8th.....	Minneapolis, Minn.....	Minn. Loco. Div.
March 8th.....	Green Bay, Wis.....	Superior Div.
March 8th.....	Green Bay, Wis.....	Green Bay Shops
March 8th.....	Sioux City, Iowa.....	S. C. & D. Div.
March 8th.....	Tacoma, Wash.....	Coast Division
March 9th.....	Tacoma, Wash.....	Tacoma Shops
March 9th.....	Aberdeen, S. D.....	Aberdeen Div.
March 10th.....	Spokane, Wash.....	Idaho Div.
March 10th.....	Chicago, Ill.....	Chicago Ter.
March 11th.....	Spirit Lake Idaho.....	Spirit Lake Shops
March 12th.....	Minneapolis, Minn.....	Twin City Ter.
March 14th.....	Minneapolis, Minn.....	River & I. & M. Div.
March 15th.....	Deer Lodge, Mont.....	Rocky Mt. & Miss.
March 15th.....	Deer Lodge, Mont.....	Deer Lodge Shops
March 15th.....	Mason City, Iowa.....	Iowa & D. Div.
March 15th.....	Milwaukee, Wis.....	C. & M. & Northern
March 15th.....	Perry, Iowa.....	Iowa Division
March 16th.....	Portage, Wis.....	La Crosse Div.
March 16th.....	Beloit, Wis.....	R. & S. W. Div.
March 17th.....	Lewistown, Mont.....	No. Montana Div.
March 17th.....	Tomah, Wis.....	Tomah Shops
March 22nd.....	Mobridge, S. D.....	Trans. Mo. Div.
March 22nd.....	Montevideo, Minn.....	Wis. Valley Div.
March 22nd.....	Wausau, Wis.....	H. & D. Div.
March 22nd.....	Savanna, Ill.....	Illinois Division
March 23rd.....	Milwaukee, Wis.....	Milwaukee Ter.
March 23rd.....	Milwaukee, Wis.....	Milw. Loco. Dept.
March 24th.....	Miles City, Mont.....	Musselshell Div.
March 24th.....	Miles City, Mont.....	Miles City shops
March 24th.....	Madison, Wis.....	Prairie du Chien & Mineral Point
March 24th.....	Dubuque, Iowa.....	Dubuque Division
March 24th.....	Dubuque, Iowa.....	Dubuque Loco. Dept.
March 24th.....	Dubuque, Iowa.....	Dubuque Car Dept.
March 25th.....	Milwaukee, Wis.....	Milwaukee Car Dept.
March 25th.....	Minneapolis, Minn.....	Minn. Car Dept.

"The 1921 man is going to be the fellow who tackles and overcomes the most difficult problems that confront his departments."

Current News of the Railroad

Do You Know That:

A modern steam locomotive today costs approximately \$57,000. The engine and tender weighs 448,000 pounds.

The latest electric locomotive acquired cost \$204,000 and weighs 550,000 pounds.

A 33-inch standard car wheel of 100,000-pound capacity weighs 725 pounds and costs \$18.00.

The investment account of the Chicago, Milwaukee & St. Paul Railway is almost \$40,000,000 in excess of its outstanding stocks and bonds in the hands of the public.

"Every Employe a Solicitor" Campaign

The campaign which has been under way during the past two months to interest each and every employe in the solicitation of freight and passenger traffic is going forward very successfully. The cards distributed with the February magazine are reaching the traffic representatives in increasing volume, and the loyalty and morale of the Milwaukee employes is again manifesting itself. The April issue will contain a list of the accomplishments of these volunteers in the company's service. Elsewhere in this issue is a communication from Mr. Pierpont explaining how additional cards may be secured.

Electrification Talking Points

The forty-five electric locomotives on the Rocky Mountain and Missoula Divisions replaced about 125 steam locomotives of various types and sizes including principally 250-ton Mallet compound, heavy Mikado, and Prairie type engines.

While the steam locomotive requires water every twenty-five miles, coal every fifty miles and mechanical attention every one hundred miles, thus putting it out of service about one-third of the time, the electric motor requires no such attention but is on the job 100 per cent.

A steam locomotive requires complete overhauling after approximately 75,000 miles; the electric only renewal of bearings and occasional rewinding of armatures.

The motor will carry its burden the entire run and is then ready to turn around and carry another burden back—quite different is the steam locomotive.

The electric motor eliminates the hazard of fire from locomotive sparks, especially important in the timber country.

While the steam engine experiences considerable difficulty generating steam in extreme cold weather, the very opposite is true of the electric, since the colder the weather the more perfect its functioning.

Cars Returning Home

The February magazine contained an item with reference to scattering of cars, showing that as a result of systematic co-operation by all American railroads, we had on the line as of January 6, 1921, 55 per cent of our ownership of cars. As of February 7, one month later, we had 66 per cent.

To Make "Repeat" Patrons

When a passenger pays for a ticket and has finished his business a "thank you" or appropriate polite remark will make him want to "come again."

Acknowledge a customer's presence with a "nod" or a "just a moment, please." as soon as he comes to the desk. Nothing is more exasperating than a five or ten-minute wait pending recognition.

Answer the telephone promptly and courteously.

Feel agreeable and give the patron the idea that you like your job.

A man may wear a red necktie, a green vest and tan shoes and still be a gentleman; the unpretentious man with a soft voice may possess the wealth of a Croesus; a stranger in cowhide boots, broad-brim hat and rusty black may be a millionaire—but even if he isn't any of these, give him "Milwaukee" service; that's what he's paying for.

Remember the advertising value of a traveler's satisfied remark: "I just arrived over the Milwaukee," rather than listlessly, "I just got in town this morning."

The Milwaukee—Typical of Most Progressive and Fair Treatment

Attorney Walsh, speaking before the United States Labor Board in Chicago, recently, made the statement that while he was a member of the Federal Industrial Commission, that was appointed by President Wilson, a study was made of the relations of the several railroad companies toward and with their employes, and two railroads were chosen as typical as the most and the least progressive—the Milwaukee being found the **most** progressive, modern and fair in all its dealing with its employe.

Do you know that the dining car department actually operates at a loss—that it would be to the railway company's financial advantage not to have to attend to this necessary feature of travel? The general public is not aware of this truth, but it is nevertheless a fact.

Figures from a recent representative month show that while 78,460 meals were served, the loss aggregated over \$13,000 or 17 cents per meal; the average meal costs \$1.32 and produces \$1.15. In spite of everything, however, it has been and will continue to be the company's policy to give "Milwaukee" service; the patron has been trained to expect it, and the management believes that a dollar's worth of advertising through a man's stomach is worth \$100 on the billboards.

Ashes to Ashes

Hundreds of years before Columbus discovered America, along about the time of the crusades, when the Christian nations were attempting to wrest the Holy Land from the heathen Turk, a spruce tree was planted on the Olympic Peninsula. For 889 years that tree was permitted to grow, extending its twelve-foot trunk hundreds of feet toward the heavens and anchoring itself ever more firmly in Mother Earth; not until January 29, 1921, was its towering magnificence successfully threatened. On that day it, and millions of others large and small, firs, cedars, hemlocks and spruces, covering an area of 2,200 square miles, were leveled to the ground by a hurricane of terrific intensity. The weather bureau instruments registered a wind velocity of 132 miles an hour and collapsed. Authorities agree that it was the worst storm the northwest has experienced in 800 years. Rough preliminary estimates by officials who have been on the ground place the destruction at approximately eight billion feet of timber. Much of this will be salvaged, but some stretches are so remote and so tangled as to be almost inaccessible. Add to this condition the danger of fire as the dry season comes on, and the picture presents grave difficulties. Everything possible is being done by the timber owners and the federal and state governments to prevent such a catastrophe, and it is hoped enough will be logged to cut the loss by 50 per cent to 75 per cent. Our employes will be interested to know that the railway through its subsidiary, the Milwaukee Land Company, is heavily interested, and is consequently due for a very substantial loss.

Some Savings Suggestions

The following letter from W. C. Wheeler, a veteran employe at Marquette, Iowa, contains a new idea:
To the Editor:

In the January issue, your article, "The Savings Campaign," is interesting to me. I have been with the Milwaukee nearly fifty years, the past eight in the car department doing coach work.

Perhaps what I have to offer will not be worth the space it will take up in the magazine, or perhaps you will not care to put it in; if so, there will not be much loss one way or the other.

Along the line of saving, I have this to say: Some years ago I saw an article about a woman in Germany who agreed to furnish a certain railway with all the paper stock necessary together with the printing of all passenger tickets required, for the privilege of gathering up all the waste paper from

passenger trains, and stations along the line. If that was possible, why not save our waste paper? At all of our terminals there's a great amount of paper swept out of our coaches, and either burned or allowed to litter the yards; besides, at nearly all stations along the line there's a large accumulation of records which are of no value as records that could go in as waste paper. Why destroy this? I think it is valuable. Why not establish a paper mill at some central point where this waste could be worked into print paper and toilet paper? Our supply department is sending out hundreds of pounds each month and getting nothing in return. I think boxes could be located at convenient places where this paper could be stored or placed in sacks, then fix a day for shipment to the mill, say once a week; cleaning out the stations and offices in all departments of this litter.

And along another line: At our mills there is a large amount of sawdust and planer shavings which are burned. Why not save this matter and use it at our ice houses to pack ice. There is considerable pine and fir which I think would make paper pulp; a little time would separate the different kinds for different uses.

Buildings made from second-hand material from freight cars, sides and roofs covered with salvage sheet iron to protect it from weather.

In making repairs to locks of various kinds we are replacing springs and using good parts of broken locks, discarded or scrapped.

Yours truly,

(Signed) W. G. Wheeler.

"In normal times, there is no such thing as success with ease."

OBITUARY

William Gleason, general agent, Savanna, Ill., died suddenly at his home in Chicago, 5841 Kenmore avenue, December 30, 1920, in his 87th year. Burial at Graceland Cemetery, January 1.

He served faithfully and creditably as agent and general agent of this company for 50 years, coming to our company when the Madison and Portage Line was acquired in 1871. Previous to his appointment as agent at Savanna in 1886, he was agent at Poyette, general foreman at South Milwaukee, and assistant agent at Muskego Yard which was then the terminal for the La Crosse Division, R. & S. W. and C. & M.

Surviving Mr. Gleason are his daughters, Mrs. George B. Cary, 5841 Kenmore avenue, and Mrs. Lawrence G. Stiles, 5828 Kenmore avenue. Mr. Gleason was a man of high character and well beloved by his associates and was in active service to within 3 years of his demise.

Claim Prevention

Address delivered before Chicago Terminal Claim Prevention Committee.

C. H. Dietrich.

Your committee will undoubtedly be interested in listening to a few statistics covering the operation of the freight claim department during the calendar year 1920. I have just received the completed figures this morning that enable me to total the year's business and I will give them to you, in order that your minutes may show them and I am sure they will furnish good food for thought between this time and your next meeting.

For the twelve months' period ended December 31, 1920, a total of 202,234 separate loss and damage claims were received, divided as follows:

Grain	17,718
Livestock	6,342
All other loss and damage claims	184,174
Total amount claimed,	\$9,045,476.00

There was vouchered the same period, 185,722 claims divided as follows:

Grain	14,933
Livestock	5,214
All other loss and damage claims	165,575
Total amount of money paid,	\$5,393,482.00, divided as follows:

Grain	\$ 521,000.13
Livestock	575,646.00
All other loss and damage claims	4,296,822.00

After all credits, including amounts charged to connecting lines, received from sale of salvage freight, etc., there was a total amount charged to Account 118, loss and damage freight, of \$3,403,286.000. Freight revenue for the year amounted to approximately \$117,093,419.00, ratio of loss and damage to freight revenue, .0293. This indicates that almost three per cent of our gross freight revenue was charged out to loss and damage freight. These figures are very interesting, when we come to study the loss and damage situation and to analyze it for the purpose of bringing about an improved condition.

About the only encouraging item in this entire situation is the great improvement that has been made in the handling of our livestock. I think that it is demonstrated quite plainly when we come to figure the number of claims received as compared with about this period last year. If you compare the two years of 1919 and 1920, you will find that we received 6,025 livestock claims in 1919 and 6,342 claims in 1920, and coming at it from the dollars and cents standpoint, we find that our livestock claims received for 1919 amounted to a total of \$1,890,000.00 and for 1920, \$1,672,000.00; but the first half of 1920 was very bad. Our livestock claims for the first three months of 1920 averaged a thousand claims a month, while for the last three months of 1920 they averaged only 350 claims, and while we received during the year on livestock a total of \$1,672,000.00 worth of claims, for the last three months of the year we only received \$275,000.00, that is one-fourth of the year and only one-sixth of the amount of claims for the entire year, as you will note. In other words, the first part of the year shows January, \$308,000.00, February, \$347,000.00 and March, \$347,000.00. Last three months, October, \$71,000.00, November, \$134,000.00 and December, \$72,000.00. So I say, that there is the one ray of sunshine in the whole loss and damage situation. That improvement was made, and it did not just happen, that was brought about by everyone on the railroad practically applying themselves to the handling of livestock on time.

I presume that about 25 to 30 per cent of these livestock claims that we received in the last three months of the year were for other causes than delays in reaching market. That indicates that our claims on account of delay to livestock in reaching the market has been brought down to a very reasonable figure. You cannot avoid accidents now and then by engine failures and other causes that will bring a train of livestock in late occasionally. Every time you bring a train in late, it is nothing unusual to get \$10,000.00 worth of claims on it.

What I want to say about this livestock proposition is, that it was brought about by reason of everyone becoming interested and actually putting forth a tremendous effort. The division officers on divisions not adjacent to Chicago: on LaCrosse Division, for instance, and on the railroad where there were delays in getting the trains through, were hustling them through the terminals like Milwaukee and Savanna. They were using every possible effort and the results justified the expenditure of time and money that was put on it. Now you observe that the losses on grain aggregate about what the losses on livestock did in other ways. We paid during the year nearly a half million dollars for each one of those two commodities.

I do not know that this Chicago Terminal Committee can help us much, so far as loss on grain is concerned, and I do not know as we miss much grain in the Chicago Terminals. The only one thing that is important, so far as work is concerned, is the keeping of as near perfect a seal record on these cars as possible. A defective seal record is just as big a handicap in trying to evade, or get away from a loss or damage claim, as a leak is. If there is a difference between outturn weight and loading weight, there is always the presumption there that grain might have been lost from cars. Personally, I do not believe there is much grain stolen from cars, but the fact that you have not got a seal record, prevents you from putting up a good defense. I presume we have leakage due to rough handling in this terminal and this can be remedied by proper supervision, etc. Aside from these two items, if we could get our hands on the situation as firmly as on the rest of the propositions possibly our loss and damage problems would be easily taken care of.

The trouble with our loss and damage situation is that it is such an intangible problem it is hard to put our hands on the exact trouble. There have been long steps taken in accomplishing this in the last six months. In a place like this big transfer platform at Galewood, I do not think we can remedy our trouble entirely by trying to impress on our stowers the proposition of claim prevention. We may, but I do not think we can. We will have to depend largely on our supervision. Claim prevention is going to be reflected in the big force of people that are working on this platform by your supervisors. If they are careless, if they are not deeply interested in this thing, and if they are not watching every possible chance to prevent these claims, your men are not going to be interested. I think we will have to come to that proposition of placing the responsibility for the safeguarding of our freight with the men that are in the supervising capacities.

We wonder when our business drops off, as it has during the last two or three months, why the claims do not show a similar dropping off. The reason for that is that your claim situation usually follows the business situation from three to five months behind. In other words, we feel a big bulge of business, so far as claims are concerned, and likewise a drop off in business is not reflected in the claim situation until two or three months later. Along in February and March we will no doubt perceive a slump in number of claims received, but remember this, that when the freight rates are advanced and everyone shipping freight feels this advance in freight rates considerably they are more particular in footing up loss and damage claims. I notice that particularly on coal claims. I do not suppose our losses on coal transported have heretofore averaged one-half of one per cent. But now, at Cedar Rapids and Racine and other points where every car of coal comes in now, we are requested to weigh. They file a claim for exact difference between weights we turn in to them and their invoice weights. That is on coal, but the same theory holds all the way through. They are more liable to file claim for loss and damage on account of the increased freight rate.

There has been a movement that Mr. Stevens and his men have been working on and it is time something was done, looking toward the loss of entire package. I am sorry that I have not our figures here now on what our losses have been this year for entire package or pilferage from a package. I am sure our losses this

year will not be less than they were last year. Our losses last year were in the neighborhood of \$600,000.

There are a great many packages stolen, but there were also a great many packages delivered that we pay for. We have evidence of its cropping up in our work every day. We will investigate a claim, investigate it thoroughly and everything. We will show that we are short. We will draw a voucher and a few days later we will receive voucher back from claimant and he will report he has received the package. A situation of that kind should not exist. It doesn't exist if we have a system of handling freight received without revenue billing and follow it up as we should.

I had a case come to my notice a day or two ago of a claim for several hundred dollars on a case of dry goods that was short at Minneapolis and that was investigated thoroughly, checked short, and voucher was issued, and sent to our agent at Minneapolis for delivery, and before it was turned over to the claimant, our O. S. & D. clerk at Minneapolis fortunately discovered that this box had been delivered by the M. & St. L. Ry. He was at their freight station on some other business and in looking over their locker of averages he noticed this box and he was smart enough to compare it and it developed it was this box. That was nothing that we could overcome; that was poor handling on the part of the M. & St. L., but we are doing the same thing. We are not following up our deliveries made where the freight is on astray billing. The proper policing of that work, of deliveries of astray freight, is something that we are getting into.

Take our large dry goods and grocery houses when we have cases of freight plainly marked for them. They object strenuously to our holding that freight, causing them a whole lot of trouble in getting it. We should be hooked up so we could make delivery of that freight with a minimum of inconvenience to the consignee. It is our fault the stuff is there without a bill. It is not the receiver's fault. We should have the bill and because we have not got it, we should not put the consignee to any unnecessary inconvenience. We have to protect our interest—the property belongs to the consignee and after that has been established, then a file should be opened that never will be closed, until we locate and secure revenue billing, match that up with astray billing and we can give the claim office an intelligent report, so there will be no possible chance of paying a claim on a shipment that has been delivered in that manner.

The question of hooking up the various lines at a large point like Minneapolis is something that the claim department will have to handle themselves. It is very important. Our efforts would not avail unless the other lines are going to fall in and do as well.

There is one thing I wanted to bring to the attention of this committee today. I think perhaps it is more important than ever before, and that is the prompt handling of correspondence from the freight claim office. I am sure you gentlemen cannot possibly realize the pressure that is brought to bear today in our office for the prompt settlement of claims. In all my years of experience, I have not seen a time when the people having claims held up are so insistent in having the matter brought to a conclusion, and we cannot get very far in giving them satisfaction unless we get prompt action on the part of our local stations.

The company will be subject to criticism for the next year in connection with the claims that were tied up at Union Street and Galewood, account of the accumulation that has been allowed to come about during the last six months. It is so far reaching that you cannot even imagine how it works out.

I had a letter yesterday from the freight traffic manager, Mr. Pierpont, in which he handed it to me on account of his having received a letter from a firm in Sioux Falls, S. D., and they were indignant about a couple of claims that were badly delayed in our office. They were badly delayed because we could not get anything out of Galewood. Every day we have that thing come up—many tracers on why

we are holding these claims back. In running the matter down, we have had to make two or three requests for information we should have had on one.

Any local office that is up to date should give us forty-eight-hour service on our claim correspondence. There is enough delay in our freight claim office. In making inquiries of other freight claim offices, I find that a great many of them actually receive forty-eight-hour service on claim correspondence and I think we should do all we can. We certainly can when work is up to date.

We are entirely dependent on the service we get from station claim departments, whether we function or whether we do not. I hope this committee will give consideration to the claim situation, so that things will not be allowed to get in the shape they were before. We want even better than that. We want them in better shape than they are today. Union Street is anything but up to date when they have a thousand pieces of correspondence ahead of them.

I do not know as I shall take any more of your time. I know this committee has the problem of freight claim prevention on their mind and I know any man that has an idea of staying with this company has in his mind that we have to do better than pay 3 per cent of our revenue in freight claims. Every dollar we can cut down on this loss and damage is going to be a dollar we can use in our treasury to better purpose than paying it out in loss and damage claims. I do not suppose this company was ever confronted with the same serious conditions that they are confronted with from a financial standpoint today. When you stop to think we spent \$3,400,000 last year for freight losses, it is so out of line and out of reason; I cannot help but feel in the year 1921 we will make a wonderful reduction in that. If we do not, we will probably have someone in our places that will.

Foresight Saved a Claim

The incident set forth in this letter is typical of hundreds of cases that occur from day to day and where delivery is made by an agent of freight in good order, there should be no notation made at a later time, except where there is a case of concealed loss or damage and if the foresight and care outlined by Mr. Johannsen was practiced generally, I am sure it would result in a large saving to our loss and damage account.

Fulton, Ill., February 2, 1921.

E. W. Lollis, Superintendent,
Savanna, Ill.

The following information may be of some interest to you, as we may have other cases along the line of this kind.

The other day our drayman hauled away two tank heaters, billed from Albert Lea, Minn., to Fulton, Ill., consigned to J. Renks, Fulton, Ill., and the same afternoon Mr. Renks came to office and advised one of the heaters was very badly damaged, and wanted notation made on freight receipt to that effect, and I informed him I had personally helped load these heaters and was at a loss to understand why I had not noticed the damage if any at time of loading, but told him I would go up to his place of business and look at it, which I did, and found one heater in very bad shape, and I at once traced the movements of the drayman, who claimed the heater was broken when he loaded it, and I found out that the heater had fallen off of the wagon on Main street and broken, and I so advised Mr. Renks, at the same time advising him I would have to decline to make the notation as requested.

While I lost the friendship of the drayman, who has not spoken to me since, yet I feel one is better off without the friendship of a man of that calibre, who would ask you to bite the hand that is feeding you.

E. F. Johannsen, Agent.

At Home

Hazel M. Merrill, Editor



Little Son of Draftsman Ray W. Engstrom.
Born December 3, 1920.

Spring Fashions in the Making

Though still early, it may be definitely stated that the slender, straight silhouette will be adopted by everyone for day wear. There will be slightly longer skirts, perhaps, as it is quite proper that skirts be short for the cold of winter and long for the heat of summer; flaring coats, normal waist-lines, and sleeves of various lengths. Rumor has it that we are even to see draped skirts, flounced skirts of odd designs, smart contracting waist-coats, and swagger little jackets, unusually short, made of foulard, taffeta, satin, gabardine, in fact, of any material. With these short jackets will be worn wide, draped girdles, fastened with fancy buttons. Some of the new jackets have high collars, closely fastened about the chin, but the open-throated models are always preferred. Many of the high collars are worn unfastened and thrown back. The untrimmed neck-line of either coat or dress is passé and we must have a collar, a bit of embroidery, narrow piping, or something to relieve the severity. The new spring suit or dress may be of an entirely new material, Twill Cord, in two entirely new colorings, Wren Tan and Pewter Gray. These shades are a welcome addition to Navy Blue and Black, which are always in favor.

Hats are soft and gracefully drooping, or upturned with saucy air, and they vary in size from very large to very small, but all must have brims with falling bow, feathers, fruit, flowers, or streamers; protruding beyond the brim. There are bright, flower-trimmed models with bright underbrims; hats of combinations of georgette, braid, raffia, silk and crepe de chine. One unusual model was seen of fine black straw, faced with dull rose, and trimmed with a large full-blown rose; also one beauty with double brim, one brim of fine black straw, the other of bright satin, trimmed with plume of glycerined ostrich. A bright orange-colored

straw takes the place of last season's popular rust-color.

Wraps must be cape-like in effect, dolmans remaining in high favor. Some of the new coats have small capes hanging from the shoulder, reminding of days of yore.

It is also a fact that many new suits, dresses, and wraps, of same material and workmanship, are twenty and twenty-five dollars cheaper than last spring.

The Kiddies

The kiddies, too, are wearing short clothes and knees. Whether it is coat or frock, the most popular model is a sort of half-portion garment that hangs from the shoulder and does not have far to hang. Perhaps the small amount of material required is why we can afford to treat children to the same costly fabrics that are worn by their elders, velvet, duvetyu, crepe de chine, and taffeta, even fur-trimmed, and the little kiddies even wear fur neck-pieces fashioned like the grown-ups. Also wear colors of gray and mulberry, mauve and blue, brown and jade, gray and black, instead of blue, red, pink and brown. Appropriate play frocks for early spring show original designs in both cut and patchwork; patchwork fruit, bumblebees formed of cross-stitch, etc., also make the play and school frocks attractive. A little brown dotted swiss, set off by insets of white embroidery, makes a neat, cool afternoon frock. A darling white frock with cherry-colored ruffles and bunches embroidered in three tones of cherry red is unusually smart.

A Neat Improvised Dressing Table

An ideal way is to have a carpenter build a frame, conveniently shelved, but any handy-man around the house might be induced to reproduce one equally fine. A packing case may also be made to serve. The open top should be placed so that it will face the knees, as you sit in front of the dressing table; that is, the box is placed on its side, one side resting flat on the floor, the opposite side forming the top of the dressing table. Shelves may be fastened in the upper part of the open front. Over the top, and hanging in a nicely-shaped valance, there should be a plain colored cover of linen or silk. Underneath, and run on a thin curtain rod, there should be a cretonne founce reaching the floor. This should be arranged so that it may be easily pulled aside, allowing free access to the shelves. Candlesticks and an attractive mirror finish the dressing table, and make it beautiful as well as useful.

“1921 will see the birth of many brilliant careers whose names have meant little in the past.”



CATALOGUE NOTICE
 Send 15c in silver or stamps for our UP
 TO DATE SPRING & SUMMER 1921
 CATALOGUE, containing over 500 designs
 of Ladies', Misses and Children's Patterns,
 a **CONCISE AND COMPREHENSIVE**

**ARTICLE ON DRESSMAKING, ALSO
 SOME POINTS FOR THE NEEDLE** (illus-
 trating 30 of the various, simple stitches)
 all valuable to the home dressmaker. Ad-
 dress Miss Hazel Merrill, Room 1241, Rail-
 way Exchange, Chicago, Ill.

Good Things to Eat

Cheese Loaf—1 lb. American cheese, 1 cup walnuts; 1 dill pickles, 1 red pepper. Put all ingredients through meat chopper, mix thoroughly. Press into narrow loaf and keep in cool place, and when wanted for use, cut in thin slices. Makes delicious sandwiches. Added to cream sauce, makes a tasty dressing for toast.

Caramel Bavarian Cream—One-half cup sugar, 1 cup hot water, 1 tablespoon gelatine, $\frac{1}{4}$ cup cold water, $\frac{1}{2}$ cup milk, 2 egg yolks, $\frac{1}{2}$ cup sugar, 2 egg whites, $\frac{1}{2}$ tablespoon vanilla. Caramelize $\frac{1}{2}$ cup sugar, add hot water. Soak gelatine in cold water and add to above. Make custard of the milk, sugar, and egg yolks, and when gelatine is dissolved, combine the two mixtures. Set in cold water, and when beginning to set, fold in the whites beaten, and add vanilla.

Celery Stuffing for Meats—Two cups bread crumbs, 1 cup diced celery, $\frac{1}{2}$ cup walnut meats, 1 tablespoon poultry dressing, 1 tablespoon salt, pinch Cayenne, 1 tablespoon grated onion, 1 tablespoon baking powder, 2 tablespoons butter or drippings. Soak bread crumbs in water until soft, drain, and squeeze dry. Add seasonings, alone or use as stuffing. Toast and serve with minced meat for supper dish.

Hamburg Roll—Put the celery stuffing and 4 lbs. of meat in alternate layers in loaf tin, stuffing on top. Bake.

Scalloped Potatoes with Bacon—Cover the bottom of a baking dish with a layer of raw potatoes, peeled and thinly sliced. Sprinkle slightly with salt and pepper, and half tablespoon of flour; then dot with generous teaspoon of butter. Continue alternating the potatoes with the seasoning, and on top of the last layer of the potatoes, place thin slices of bacon. Pour milk into the dish until you can just see it, and bake in moderate oven until potatoes are done, and the bacon delicately crisp and brown.

Housekeeper's Potatoes—Cut cold-boiled potatoes into dice until you have a quart, and season with salt and pepper to taste. Pour over them a pint of soup stock and let them simmer ten minutes. Add 1 tablespoon lemon juice, 1 tablespoon chopped parsley, and 1 tablespoon of butter, and simmer gently five minutes longer.

Macaroni Croquettes—Two cups chopped cooked macaroni, 1 cup milk, 4 tablespoons flour, 2 tablespoons butter, crumbs, egg. Make white sauce which should be very thick. Mix with macaroni and seasonings. Form croquettes about the size of an egg, dip in flour, egg, and crumbs. Fry in deep fat, and serve with cream gravy.

Celery on Toast with Bacon—One and one-half cups milk, 3 tablespoons flour, 2 tablespoons butter or bacon fat, $1\frac{1}{2}$ cups diced celery, bacon, and toast. Make white sauce, season well, and add celery. Pour over four or six pieces of toast laid in dripping pan. Place one or two slices of bacon on each serving, cook slowly under broiler, turning bacon once. Serve hot for breakfast.

Raisin Pineapple Pie—One cup raisins, 1 slice pineapple; juice of $\frac{1}{2}$ lemon, 2 tablespoons cornstarch, $\frac{3}{4}$ cup sugar, $\frac{1}{2}$ cup water, $\frac{1}{2}$ cup pineapple juice, pastry. Chop pineapple and add to raisins with water. Mix sugar and cornstarch thoroughly and stir into raisin mixture. Cook 10 minutes, add lemon and pineapple juice, add a pinch of salt, and cool before using. Cook between two crusts. May also be cooked with rich baking powder crust in deep dish and served as pudding with marshmallow sauce.

Household Helps

To make boys neat about their hair, buy each one a little comb which they can carry in their pockets. Also teach them to fold up each article of clothing every night and lay them in a neat pile for next morning. Children who have done this since they came to understanding will never neglect it. This habit, once formed, will never leave a person.

Often when windows are in need of cleaning, a soft, clean dustcloth rubbed over the surface will make a great improvement.

Many desserts can be prepared the day before they are to be used, thereby making less confusion of preparing for guests.

Instead of washing lard pails, or any dish which has contained shortening, use flour. A cupful for a good-sized pail, well rubbed in, will

remove every particle of grease. This flour, kept in a jar or small pail, is fine for all kinds of pastry, and nothing is lost.

Instead of scraping a frying pan with a knife, boil it in soda water, otherwise the surface of the pan is broken and will catch little particles of food.

Minced parsley stirred into mashed potatoes makes a pleasant flavor.

Uncooked French Fondant: 1 egg white, 2 cupfuls confectioner's sugar, 1 tablespoonful cream, 1 teaspoonful vanilla extra. Beat the white of the egg until stiff, and sift it into the confectioner's sugar, beating constantly until mixture is stiff enough to mold. Soften with tablespoonful of cream and flavor with the vanilla extract. Keep over hot water while molding. Roll the fondant with the fingers into balls, cones, crescents, or any desired shapes, and decorate with cherries, English walnuts, pineapple, coconut or citron.

Uncooked Mint Drops: 2 teaspoonfuls of cold water, 1 cupful confectioner's sugar, 2 drops of mint flavoring, 3 tablespoonfuls of boiling water, 1 teaspoonful gelatin. Soak the gelatin in the cold water until soft and dissolve in the boiling water. If the gelatin does not dissolve readily, place over boiling water for a few moments. Slowly sift into this, beating constantly, the confectioner's sugar. Beat until the mixture will stand alone. Add the flavoring and, if desired, pink coloring. Drop small spoonfuls onto waxed paper or a buttered tin. Let stand until dry, remove to plate, and serve.—Good Housekeeping.

The Patterns

3522-3509. **Ladies' Costume**.—Blouse 3522—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Skirt 3509—Cut in 7 sizes: 24, 26, 28, 30, 32, 34 and 36 inches waist measure. To make this model for a medium size, will require 6 $\frac{3}{4}$ yards of 44 inch material. The width of the skirt at the foot is 2 $\frac{3}{4}$ yards, with plaits extended. TWO separate patterns, 10 cents FOR EACH pattern.

3533. **Girl's Dress**.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require 3 $\frac{3}{4}$ yards of 27 inch material. Price 10 cents.

3496. **Girl's Dress**.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require 2 $\frac{3}{4}$ yards for the Middy and 3 $\frac{3}{4}$ yards of 27 inch material for the skirt, collar and cuffs. Price 10 cents.

3512. **Ladies' Dress**.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 38 will require 7 $\frac{3}{4}$ yards of 38 inch material. The width of skirt at lower edge is 1 $\frac{3}{4}$ yards. Price 10 cents.

3503. **Boy's Suit**.—Cut in 5 sizes: 3, 4, 5, 6 and 7 years. A 4-year size will require 2 yards of 44 inch material. Price 10 cents.

3498. **An Attractive Gown**.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 3 $\frac{3}{4}$ yards of 40 inch material for the dress, and 2 $\frac{3}{4}$ yards of 27 inch material for the guimpe. The width of the skirt at the foot is about 2 yards. Price 10 cents.

3505. **Child's Short Clothes Set**.—Cut in 4 sizes: 6 months to 1 year, 2, 3 and 4 years. A 1-year size will require 1 $\frac{3}{4}$ yards for the dress, 1 $\frac{3}{4}$ yards for the petticoat, and $\frac{5}{8}$ yard for the drawers of 36 inch material. Price 10 cents.

3510. **A Comfortable Apron**.—Cut in 4 sizes: small, 32-34; medium, 36-38; large, 40-42; and extra large, 44-46 inches bust measure. A medium size will require 6 $\frac{3}{4}$ yards of 27 inch material. Price 10 cents.

3499. **Misses' Dress**.—Cut in 3 sizes: 16, 18 and 20 years. An 18-year size will require 3 $\frac{3}{4}$ yards of 44 inch material. The width of the skirt at the foot is about 1 $\frac{3}{4}$ yards. Price 10 cents.

3516. **Girl's Dress**.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require 4 $\frac{3}{4}$ yards of 40 inch material. Price 10 cents.

3502. **Ladies' House Dress**.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 6 $\frac{3}{4}$ yards of 36 inch material. The width of the skirt at the foot with plaits extended is about 2 $\frac{3}{4}$ yards. Price 10 cents.

3525. **Ladies' Envelope Chemise**.—Cut in 4 sizes: small, 32-34; medium, 36-38; large, 40-42; and extra large, 44-46 inches bust measure. A medium size will require 2 $\frac{3}{4}$ yards of 36 inch material. Price 10 cents.

Lessons in Railroadng

Picking her way daintily through the locomotive plant, a young woman visitor viewed the huge operations with awe. Finally, she turned to a young man who was showing her through, and asked:

"What is that big thing over there?"

"That's a locomotive-boiler," he replied. She puckered her brows.

"And what do they boil locomotives for?"

"To make the locomotive tender," and the young man from the office never smiled.—The Overhere Digest (Minneapolis).

From a "Vet" on Tour in Old Mexico

City of Mexico, February 7th.

Mr. Grant Williams:

My Dear Old Vet: Well, we are in the great old City of Mexico and perhaps some of the boys would like to know how they railroad down here after ten years of war; and how the people are living. I was surprised to find the railroads in such good shape. We left Nuevo Laredo, Mexico, at 7:45 p. m., which was o. t., but when we were twenty miles out the oil pipe between the tank and engine broke and let the oil all out of the tank. We were fifteen miles from a station and we lost eight hours there. We had three special cars, making twelve cars in all—four Pullman sleepers, all full. Their passenger engines are in good shape, but the freight engines are not as good; they all burn oil. We had two engines up all of the mountains. Their roadbed is good—much better than some in the states—and we got along fine.

The men are among the finest I ever met—mostly Mexicans—but most of them could speak English. The train would stop at a dining station for meals, and good meals they were, too. There is some very fine mountain scenery along that line.

We got to the City of Mexico at 11 p. m., about twelve hours late, and what a crowd was there to meet the train. Things seem to be doing fine down here now. I don't think they were ever better—some change since I was here last—lots to eat and not as dear as in Chicago, and they are doing a lot of business. A lot of people are coming here and I don't think there is a safer place in all the world. I had the good luck to see the president, General Obregon, today.

The climate is grand—every day like June—and it is fine traveling in the country unless your train is late and gets you into a strange place, where you don't expect to stop, the station is a mile from town and you know that no hotels are open all night. But there will be a mule car there with a Mexican driver with a big hat and a blanket around him and sandals on his feet. You can't tell him where you want to go, and none around can speak English, and the car is full of Mexicans and peons. You have your wife with you, and, of course, she will be excited and you have to explain why you brought her to such a place. Then perhaps you will wish you were back home on that big super-heater, trying to get a hundred up Elgin without a push, and with the stoker working bad and a green fireman.

We had a bull fight here Sunday, and about 25,000 people were there to see it. That is their great sport here; they killed six bulls and eight horses. If you saw one, you would say you would never go to see another, but the next Sunday, when you saw everyone going to the ring, you would say, "I will go down and see the crowd," but somehow you would get into the crowd and the first thing you know you would be inside and shouting with the Mexicans every time the

bull fighter made a daring play. Now the poor horses never have a chance to get out alive. If they escape the first bull with only a few holes in them, they are brought in for the next bull, and the only chance the bull has of getting out alive is to kill the matador, which sometimes he does.

Were you ever to a big game of baseball, and the last game of the season, both clubs a tie, and it was the last half of the ninth inning, and our boys had one run and the other club had two, and our boy hit that ball so hard he made a home run? Did you ever hear that noise? Well, that would be only a whisper to what you would hear at a bull fight, if that bull should kill that matador (the star fighter) that bull would never have to fight again. They are going to have the biggest fight of the season next Sunday: will have eight Spanish bulls and the best fighters from Spain. We are going down to see the crowd, but, of course, we will not go in.—OH, NO!

Yours truly,

(Signed) Chas. E. Sullivan,
Engineer, Illinois Division.

Little Songs of Safety First

Lies slumbering here

One William Lake;

He heard the bell

But had no brake.

—Detroit News.

At fifty miles

Drove Ollie Pidd,

He thought he wouldn't

Skid, but did.

—Rome (N. Y.) Times.

At ninety miles

Drove Edward Shawn;

The motor stopt,

But Ed kept on.

—Little Falls (N. Y.) Times.

Under the sod

Lies Deacon Hale;

He winked and drank

Some "ginger ale."

—Utica (N. Y.) Press.

Here he sleeps,

One Johnny Founker;

He rounder a turn

Without a honker.

—Johnson City Record.

This monument's

For Jackson Druck;

His Lizzie was lighter

Than the truck.

—Scrantonian.

Down in the creek

Sleeps Jerry Bass;

The bridge was narrow,

He tried to pass.

—Wilkes-Barre Times-Leader.

And this we must do to be successful:
Start your day's work with a smile
And keep smiling,
It's a poor policy to be "grouchy."

Prevent cars from being idle
And put them to an earning power;
Under no circumstance can we afford
Light loading.

EXTRA SUPPLY OF POSTCARDS

In connection with the campaign to secure an increase in freight and passenger business through the assistance of the C., M. & St. P. employes, notice is given that division superintendents and division freight and passenger agents have been sent a large supply of the postal cards, similar to those sent out with the last edition of the *Employes' Magazine*, for distribution, and that employes can secure any required number by asking for them.

SMOKING-ROOM TALES

Another "Ghost" Story

An Old Employe

Just about the time telephones came into general use in Michigan and before I had seen very much of them, I was still holding the position of "relief" operator. For three or four nights in succession, usually at about the same hour, 12 or 1 o'clock, I heard, or thought I heard, strange noises. But as "strange noises" were quite common, I, at first, paid but little attention to them. But as these unexplained sounds were repeated night after night, they began to get on my nerves. One night at the usual hour, when everything was calm and quiet and all the world seemed asleep, I sat reading an intensely interesting and exciting story. All at once this unearthly, inhuman noise again "appeared." This time I imagined it had a sort of a musical sound. I dropped my book and listened excitedly, trying to figure out what it could be and where it came from. I imagined it resembled the tune of "Home, Sweet Home," but so strange and weird and so different from the human voice or musical instrument that the more I listened the more puzzled (and scared) I became. I finally summoned up courage enough to get up and go to the door, thinking possibly some nearby neighbor was playing a violin or flute. As I left the office the sounds mysteriously ceased. Looking all around, stopping now and then to listen and failing to discover its source, I returned to my desk and resumed my story, almost convinced that it must be my imagination, and just as I had reached the point (in the story) where the ghost appeared upon the scene, again that faint, wavering, uncanny sound smote my ears. By this time I was really scared and was not much relieved when I discovered that the sounds which I could now quite plainly

discern as "Home, Sweet Home," came from the telegraph instrument. I sat there listening, wondering, fearing all sorts of fears—because I had never before heard such sounds emanate from a telegraph relay. In a few moments the sounds ceased and directly afterward the man at "Rw" called me up and asked if I had heard anything strange from the relay. I very quickly and excitedly replied that I certainly had, and asked him for Heaven's sake, to explain if he could. He laughed at my excitement and, without explaining, asked me to describe what I had heard. I told him it sounded like music and the tune very much resembled "Home, Sweet Home." He laughed again, though I could not see where there was anything funny about it. He finally explained that he was experimenting with the telephone, trying to combine it with the telegraph, his idea being to use the ordinary telephone receiver as a transmitter and the telegraph relay as a receiver. He told me that he had sung "Home, Sweet Home," into the telephone receiver, which he had connected with the telegraph wire. I paid him some doubtful compliments on his voice and suggested that now I understood the matter, we continue the experiments, which we did—without much success, however. I never heard that he had succeeded in developing his idea, but he certainly did give me a great fright.

The stationary engineer at Mabrige round-house having heard considerable about conservation of labor and material, etc., seeing the need of a new doorstep took it upon himself to provide same. He equipped himself with an old saw and a few boards from the scrap pile and proceeded to build a step for his particular purposes. After having built the step and getting it placed, it suddenly disappeared. We wonder if it has been located yet.

There is considerable talk of placing new Duplex stokers and new brakemen seats on the L-3 engines. One such engine arrived on the division several weeks ago and a great deal of satisfaction has been expressed in regard to them.

Special Commendation

The following have been especially commended for meritorious service:

Horace S. Good, yard conductor, Chicago, Terminals, hearing that an acquaintance contemplated a trip with his wife to Everett, Wash., personally visited the man and told him of the advantages of the Milwaukee route, citing the excellent service and the electric operation as among the attractions. The man had not previously known that this railroad had a line to Everett, but promised to look into the matter, which he later did, and finally bought two roundtrip tickets and compartment for the westbound trip. This was previous to the sending out of the postcards with the February magazine, and Mr. Good acted upon the hint he had received from the paragraph on business solicitation in the January issue.

H. & D. Division Conductor J. L. Echafman, while on No. 76, January 24, on double track at Hector, waiting for coast train No. 17, looking over his train found part of the roof of a car on westbound track and quickly removed same. This possibly saved No. 17 from a bad derailment.

Northern Division Conductor Frank Whitty discovered a broken arch bar on a car of pig iron on train No. 66 at Woodland recently. His watchfulness prevented what might have been a serious accident.

Aberdeen Division brakeman, by courteous attention to passenger on train, in January, made a good friend for the company and earned for himself the following letter to Superintendent Harstad:

Fargo, N. D., January 24, 1921.

Mr. O. N. Harstad, Supt., Aberdeen:

Dear Sir—This letter is to thank you for the courtesy and kindness shown me on your division, coming from Mitchell to Aberdeen, by one of your employes—Brakeman William Arnold of Aberdeen. I left my muff in the station at Mitchell, and through Mr. Arnold's promptness in wiring, the muff was found and held; and he was kind enough also to see that it was returned to me here at Fargo. Again thanking you, I remain, yours respectfully,

(Signed) Mrs. H. C. Clizbe.

H. Kyle, news agent of the Vannoye-Interstate Company, at Seattle, was helpful in getting train through Barneston on the night of January 29, when trees had blown on our track so that the line was blocked. His assistance was of much value in clearing the track.

I. & D. Division Conductor Louis Hendricksen saved the life of a little girl at the risk of his own at Charles City station, on January 12. His bravery was noted by many standing by, and the I. & D. superintendent received a letter from one of the onlookers praising Conductor Hendricksen very warmly for his heroic act.

Operator Ellsworth Baker at Cattese, Iowa, discovered a piece of brake beam wedged in the west frog of the passing track at Cattese, and took necessary steps to protect the service and prevent a possible accident.

S. M. Division Engineer John T. Kaiseratt, in charge of engine 2771, on extra west, discovered a grate broken, making it impossible for grates to be shaken, which would have caused an engine failure, but while waiting for a train he was to meet, shoved fire to front end of fire box, placed a board over grates to stand on, crawled into fire box, disconnected broken section, then continued to destination without causing a failure or delay. Excellent work.

On January 20, SC&D Division train 91 was ready to leave Grant Center when John Miller found brake beam dragging on StP car 502548. Conductor was immediately notified and brake beam was removed. Mr. Miller's close observation no doubt prevented an accident which could have been very serious.

River Division Brakeman John B. Shafer fired engine 5536, between LaCrosse and Wabasha, account fireman having been taken sick.

On January 25, while SC&D train No. 93 was leaving Parkston, S. D., Section Foreman A. H. Sandall discovered sand board down on St. Paul car 58006. Conductor was notified and car was set out for repairs. The close observation of Mr. Sandall probably prevented a serious accident.

Milwaukee Baggage men Praised

The following letter was received by General Baggage Agent W. D. Carriek, who transmits it to this column:

To the General Baggage Agent, CM&StPRy.:

Dear Sir—Have just returned from the national shoe retailers' convention at Milwaukee. One of my trunks having gone astray, I came in contact with your baggage men in Milwaukee a number of times, also at the Chicago station, and I want to express my appreciation of the promptness, courtesy and interest shown by these men in helping me locate my trunk and helping me in every way. As a rule the traveling public are apt to criticize the railroads, and I believe it is no more than right that when prompt attention is received, one should be just as ready to express appreciation of that.

(Signed) H. C. Taylor,

With H. F. C. Dovenmuehle & Son, Chicago, Ill.

On January 30, E. H. Barstow, district superintendent of the F. W. Woolworth Company, San Francisco, Calif., was a passenger on Pioneer Limited, and lost a pocketbook containing \$150.00 in sleeper Moravia. Same was found by Porter R. G. Robinson and was immediately turned over to the sleeping car conductor, who located the owner and returned the property. The porter was handsomely complimented for his promptness in returning the purse and contents, thus enabling the owner to proceed on his way without delay.

A Genuine Old Timer

The following is reprinted from a clipping from the Minneapolis Tribune of May 23, 1867, now the property of E. W. Dutcher, a veteran agent of this company:

MILWAUKEE AND ST. PAUL RAILWAY

VIA LA CROSSE AND MILWAUKEE
The Shortest, Best and Most Expeditious
Route for

Chicago,	Louisville,
Detroit,	St. Louis,
Cleveland,	Cairo,
Buffalo,	Memphis,
Suspension Bridge,	New Orleans,
Philadelphia,	Pittsburg,
Baltimore,	New York,
Washington,	New England,
Cincinnati,	The Canadas,

Wheeling,

And all Eastern, Southern and Southwestern
Points.

CLOSE CONNECTIONS

MADE, BOTH

At La Crosse & Milwaukee

In UNION DEPOTS, with all the Great Through
Lines.

Two Express Trains Daily Each Way (Sundays excepted).

Purchase Tickets via LA CROSSE AND
MILWAUKEE SHORT LINE.

BAGGAGE CHECKED THROUGH.

New and Elegant Sleeping Cars on Night Train

A. V. H. CARPENTER,

Gen'l Passenger Agent.

S. S. MERRILL,

General Manager.

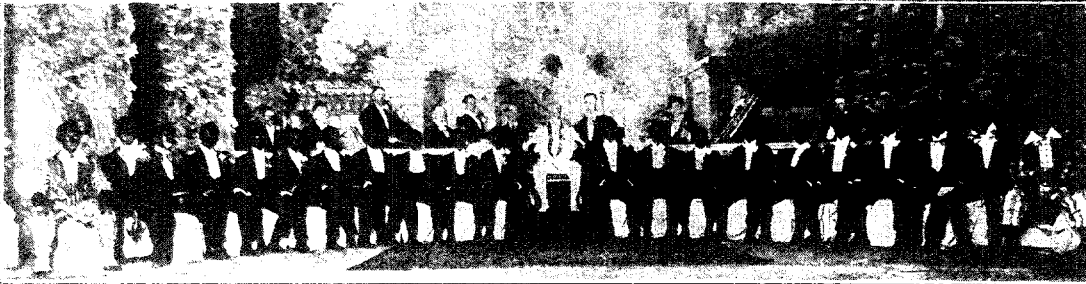
For Through Tickets, apply to

I. C. GEORGE,

feb9-dtf

Ticket Agent, St. Paul.

On the Steel Trail



The employees at Dubuque shops staged a minstrel at the Grand Opera House, February 8 and 9. The show was a tremendous success, the performance of the members of the company being even better than anticipated. The songs, monologues, instrumental numbers, dialogues and dramatic sketches were received with the greatest

Dubuque Division

J. J. Reilly.

Owing to a shortage of houses Scotty Muir was again forced to pilot a moving van, this time he has taken up his abode in Coventry Court.

Agent Ed Beck of New Albin was in Chicago a few days the latter part of January taking in the opera.

Conductor Kearney is now a grandpa, a baby boy arriving at the home of his son Walter about the first of February.

Fireman Johnny Nutz, one of the best boys on the division is taking a well earned vacation and has gone to Arizona and New Mexico for a few months' visit.

The following employes have been elected to represent the various crafts on the Safety First Committee for the year 1921:

Joe Chaloupka, engineers.

M. J. Galvin, firemen.

C. H. McCauley, conductors.

J. F. Hanley, brakemen.

J. J. Reilly, agents and operators.

W. H. Esmay, B. & E. department.

Martin Whalen, section foremen.

Conductor Kearney has been on the sick list for about a week. George Hibbard had charge of his run during that time.

H. E. Smith is now braking for Conductor J. E. Grace, relieving Brakeman Kelsey, who has been "cooking" on that car for a long time.

Friends of Brakeman J. J. McCauley and Miss Marie Oster were surprised to hear of their marriage which took place Saturday, January 22. After an extended honeymoon tour through the east they will reside on Eagle Point avenue, Dubuque.

Miss Mabel Cantillon is now employed in the office of Division Freight and Passenger Agent Call as stenographer.

There's a halfafot going on on the division, but lack of space crowds it out. The most important event was the "fight" that took place at Turkey River Junction. However, both parties won their objective. "Brownie" refereed the fight.

Signs of spring are in evidence around Dubuque shops. A meeting of the baseball enthusiasts is scheduled for March 5th. It's a little early but an early start with a dearth of baseball material will give the shops another championship team. M. Parkinson and T. H. Bell are candidates for the position of business manager, while Mr. Kennedy and Al Breckler have already been selected as ivory hunters.

Nahant business is getting quite heavy. Two regular crews are assigned to this service and it's necessary quite often to slip in a ring crew to handle the business. The way southwest business is handled over this division, we ought to be getting it all out of Kansas City soon. No. 67 is making nearly as good time as the "yellow cars."

C. P. Erschen, general clerk in the superintendent's

office, is on the sick list at the present time. Leonard Gallagher, living in the vicinity of Yellow River, was struck and killed by No. 66 on Sunday evening, January 23, while walking on the track.

G. A. Ehmer, our genial division accountant, took a prominent part in the minstrel show put on by the shops employes, and he surely makes a good "nigger."

The telegraphers were taken off at Harper's Ferry January 22, on account of it being necessary to have telegraph service at Waukon Junction to handle the additional train service at that point, and two operators were put on the junction effective the following day. William Teague, who had been working third at Harper's, displaced B. C. Campbell at Reno and Miss Bargars, who was assigned to second trick, resigned. Just at present, Bob Wilkinson and B. C. Campbell are working at the junction, both positions being on bulletin.

Brakeman Harry Lewis has his eyes open and is on the lookout for business. On February 4 he discovered broken arch bar on baggage car 313, loaded with catalogs in train No. 3, while train was standing at Turkey River.

Assigned crews are now working on Nos. 66 and 67. Conductors Handley and Grice and Engineers Morgan and Becker have the runs. Roadmaster W. J. Whalen, who has been in charge of the north end of the division, has been transferred to the Illinois Division, with headquarters at Savanna. John LaTronch, a former section foreman of the Dubuque Division, but for the past year roadmaster on the Prairie Du Chien Division, has been transferred to McGregor, effective February 1.

On the new time card, which took effect February 6, the Waukon Line looks like an inter-urban schedule. With this service it was necessary to put on an additional engine, and it keeps two crews working all day. Nos. 332 and 338, and the stock train No. 368, go through to Marquette, and with one Sunday train the people in that neck of the woods have better than main line service.

Conductor Philly Parnell had the misfortune to meet with another accident. In getting on the caboose at LeClaire he broke a bone in the foot of the hub he had injured several years ago, and it will be necessary for him to be around on crutches for several months. Conductor Lucas is on the job at present.

The State Railway Commission have ordered a new depot and stockyard at Waukon. The improved train service was not ordered by the commission, but was put on voluntarily by the company.

Following receipt of information from the officials of the road that the number of men employed by the car department would have to be reduced or the working time of the entire shops

reduced, the employes at a meeting voted to work but four eight-hour days each week.

The following "eulogy" to E. J. Strong was posted on the roundhouse door at Marquette at the time Ed was transferred to Dubuque shops:

Here's to the boy we liked—Ed Strong;
He worked like a nigger the blessed day long;
But when he got "crabby" and scolded a while,
Behind it we knew the pleasant old smile.
Would be cropping right up in an hour or so—
Oh, Ed, we don't like to have you go.
But we welcome your successor and hope he'll
like us.

We'll go along with him and not make a fuss;
They tell us, too, he has the railroad at heart.
Here's the glad hand to him and a welcome to
start:

This grand game of "checkers" takes many a
friend.

But a good scout in return it always does send.

Agent McKinney at Lansing is about the
busiest man on the division since his helper was
taken off January 1.

A banquet was given on the evening of Decem-
ber 16 in honor of Division Master Mechanic
James A. McNulty, who resigned to take up an-
other line of work, at the Hotel Julien, Dubuque,
by the supervisory officers of Dubuque shops and
Marquette roundhouse. The guests included former
Assistant Superintendent of Motive Power
W. F. Walsh and Stoker Supervisor I. Jordan.
The program following the banquet consisted of
vocal solos by Louis Schwartz, accompanied by
"Max" Blum, together with violin solos by Miss
Frances Smith, with Miss C. Smith at the piano,
Miss Lucille Millar, representing the clerical
forces at Dubuque shops, read an original poem
entitled "Mack." Following the musical program,
short speeches were given by General Foreman
Bell, General Car Foreman Kennedy, District
General Car Foreman M. Parkinson, W. F. Walsh
and Mr. McNulty's successor, M. P. Hannon of
Chicago.

Harry Hansen, desiring to express the feeling
of the Dubuque Division in the departure of Mr.
McNulty, gave the following:

"J. A. McNULTY"

J.—of course, means dear old Jim—
The man with the pep, the vigor and vim.
A.—a man whom you were glad to know
I defy a soul to say it's not so.
M—means McNulty—a good German name
But I believe he is Irish, and not very tame.
e—is a crown that McNulty has earned
This is the truth, so we all have learned.
N—spells NIX on anything dark—
A hound near Mack wouldn't even bark,
U—that's US—we'll miss him so!
By jove, we hate to see him go.
L—is LOVE, and a terrible loss
Goes with this most wonderful BOSS.
T—is the time spent with him was too short—
Now, if I say any more I know I will snort.
Y—you all know what I say is just right—
Mack is a good scout, for he treated us right.
Now, McNulty, we boys, gathered with you to-
night,
All wish you God-speed and everything bright.
You've gone along with us and carried the bag.
You worked day and night and never did brag;
And we hope that you'll now get an eight-hour
day.

With a soft cushion chair and plenty of pay.
Roundhouse Foreman E. J. Strong of Marquette
followed Mr. Hansen with a short talk and in
behalf of Marquette roundhouse employes, pre-
sented Mr. McNulty with a gold knife and chain.
After the program the wives of the supervisory
officers, together with Mr. McNulty's personal
office force, joined the rest of the party in the
ballroom, where dancing was enjoyed for several
hours. Fancy dancing exhibitions were given by
the Misses Margaret Didesch and Olive Romig.

Wisconsin Valley Division Notes

Lillian.

Mary Ellen, born to Mr. and Mrs. John Brown,
December 18, 1920.

Helen Conklin spent last Saturday at Chicago
on business.

Miss Margaret O'Brien spent a few days at
LaCrosse visiting relatives.

WHEN BUYING INSURANCE

WHY NOT GET THE BEST OBTAINABLE?

THE "PARAMOUNT" DISABILITY POLICY

ISSUED BY THE

Massachusetts Bonding and Insurance Co.

IS "PARAMOUNT" IN FACT, AS WELL AS IN NAME

IT PAYS

- The Full Principal Sum.....For Accidental Death
- The Full Principal Sum.....For Loss of One Limb
- Double the Principal Sum.....For Loss of Any Two Members
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With a 5% Increase Each Year for TEN YEARS

MONTHLY ACCIDENT INDEMNITY

FULL INDEMNITY for total disability—as long
as the insured lives.

ONE-HALF INDEMNITY for partial loss of
time—limit seven months.

DOUBLE INDEMNITY for hospital confine-
ment—limit two months.

DOUBLE INDEMNITY for travel, etc., injuries.
HEALTH INSURANCE

FULL INDEMNITY for total loss of time by
illness (whether confined to the house or not)—
limit one year—one-fourth thereafter as long as
the insured lives.

NO EXCEPTIONS

This Policy pays FULL Indemnity for total
loss of time by Accidental injury or illness.

CLAIMS PAID EVERY THIRTY DAYS

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Massachusetts Bonding and Insurance Co.

General Offices:
ACCIDENT AND HEALTH DEPARTMENT
Saginaw, Michigan

Name Age..... Years

City or Town..... State.....

Employed as.....on.....R. R.

Please send to above address full information
concerning Policy Contracts.

Mrs. E. L. Lynn and daughter Jean were Wausau visitors.

Mrs. E. Morin visited at Tomahawk.

M. P. Finerty, one of our oldest conductors, passed away on January 18, at Chicago. His death came as a shock to his many friends and he is greatly missed by his fellow workers. All employes of the Wisconsin Valley Division extend their sympathy to Mrs. Finerty and family.

The following notes were sent to us by Tomahawk, we are glad that at least one point on the valley is interested enough to send us some news.

Charles Schlieff, machinist, was off duty for some time on account of illness, but has returned.

H. L. Conant was off duty for some time on account of the death of his sister and brother, also on account of illness. Herb has the sympathy of all his fellow workers and we hope his recovery may be speedy.

Look out, everybody! Oliver has bought a fiver; from now on it will keep the correspondent busy watching Oliver and Bill, for there will be plenty of excitement when they get to going.

Leo Paradise has returned to work after a month's leave of absence during which time he was traveling engineer on Thielman's logging engine. Traveling around the engine to see if she still hung together, HEY! Leo?

The bridge carpenters are busy at work reinforcing the bridge over the Wisconsin river.

The coal dust triplets or three of a kind are on the dispatcher's jobs at Tomahawk. Parry, Bill and Steve, three of a kind, a good hand to draw, too.

Thanks to B. P. G. for the box of candy, it was much enjoyed by all.

Mrs. Peter Akey visited at Rudolph during the week.

Mabel Lund and Doris Streeter were Wausau visitors recently, do not forget your promise to call at our office Mabel, the next time you are in town.

Mrs. Duvis and daughter Mildred went to Milwaukee to visit with friends and relatives.

J. E. Whaley, formerly at Babcock, has accepted the agency at Mosinee, and will make her permanent home at that city.

J. Palmer Dahl, chief clerk of the claim department, was called to Chicago on business. Mrs. J. P. Dahl accompanied him.

Carl Hoffman spent a few days at Watertown.

Lucille Lehrbas, who has been teaching school at Christholm, Minn., is recovering from an operation for appendicitis, and is recuperating at the home of her parents, Mr. and Mrs. F. Lehrbas.

W. J. Thiele was a visitor at our office.

Kenneth and Miles Rodehaver had their tonsils removed last week. They are both getting along nicely and will soon be able to be out again.

Items from the H. & D Division

"Mc."

Just informed that our third trick train dispatcher at Montevideo, A. J. Starks, is leaving us, having accepted promotion to chief dispatcher at Madison, S. D. Although we are overjoyed to hear that Art is going right up, just the same we will have to admit that we hate to lose him. His cheerful disposition and much-welcome presence will be missed by all of us. I am using this means, in behalf of the employes of the H. & D. Division, to wish you the best of luck, Starky.

The Brotherhood of Locomotive Firemen and Enginemen held their annual ball at the Auditorium, at Montevideo, Monday, February 7. It was an elaborate affair. The decorations were wonderful, the music excellent and everyone enjoyed themselves. We must have had a good time seeing that we did not quit dancing until 3:30 a. m.

W. D. Smith, formerly agent at Shakopee, has now taken the station of Appleton, Minn., under his immediate control.

Operator E. F. Moore of Glencoe has recently undergone a physical operation, and it is reported that he is recovering in good shape. He is being relieved by Operator Keyeska.

Operator O. J. Zimmerman of Glencoe visited a few weeks in Texas and Oklahoma. Zimmerman is commonly known as the "Senator from Oklahoma." You know who I mean.

I have a report that Operator Meyers of Milwaukee is spending an extended visit in Cincinnati,

conversing, legally, with a noted brewer at that point in regards to the manufacture of "home brew."

Agent Kolb of Prior Lake and Mrs. Kolb visited with relatives at Montevideo last week.

Our most noted, well-liked and cheerful passenger conductor, Ralph Bostwick, it is reported, was quietly married at Aberdeen, S. D., a couple weeks ago. We have been wondering why it took place at Aberdeen. Guess Ralph tried to slip something over on us, but you didn't get by with it, Ralph. Congratulations.

Passenger Brakeman H. F. Lounaw and family visited relatives in Milwaukee recently.

Employes' Get-To-Gether Club

The Employes' Get-To-Gether Club met on the 17th of January at Milwaukee, having with them Superintendent M. J. Flanigan, Trainmaster R. E. Sizer, Chief Carpenter V. E. Engman and Traveling Engineer Tom Manchester. There were fifty-eight present at the meeting.

A special invitation had been extended to Mr. Flanigan to be present and he was asked to suggest a topic for the meeting. He accepted the invitation and named the topics for the evening as "Safety First," "Economical Practices" and "Co-operation."

Mr. Flanigan gave a very interesting talk covering the above subjects and also explained the serious problems that the railroad had to contend with at the present time, and asked the assistance of all to help tide the company over this period by economical practices and co-operation.

Other topics were discussed and all had their say, feeling that they had accomplished much and satisfied with an evening of interesting discussions for the betterment of the service.

A motion was made that the next meeting be turned over to the track, B. & B. and mechanical departments.

Martin Peterson, veteran section foreman, H. & D. Division, and authority on track alignment, left for Mettinger, N. D., recently to visit his children.

K. Nelson, now in the service of the C., M. & St. P. Ry., at Appleton, Minn., leaves March 1 for Montana, to look after farming interests in the vicinity of Judith Gap, where he was formerly roadmaster in charge of construction of the Three Forks Division and reconstruction of the old Jawbone line.

Roadmaster E. W. Phelan departed January 28 for points west, stopping off for a short visit with his sons, J. P. Phelan at Deer Lodge, W. E. Phelan at Butte, and daughter, Mae, at Spokane, and will visit friends and relatives in Oregon and Washington, later going to California. He expects to return home April 1. During his absence his position is filled by his son, Frank.

Illinois Division

Mabel Johnson.

Mrs. Nick Groessinger, wife of Night Officer Groessinger, has returned from Chicago, where she has been the past six weeks, having had a serious operation at the Frances Willard Hospital. Her friends are pleased to learn that she is now on the road to recovery.

The twentieth annual ball of the F. S. Atkins Lodge, B. of L. E. & E., was held at the Fulrath Opera House at Savanna, January 21. The hall was nicely decorated with banners, flags and colored lights. The attendance was large, and the event was a success in every particular.

That goat, that goat—how she did ride.
No end of fun to have seen him astride.

It all happened that January night—
And she "balked"—to give anyone fright.

"That Goat"—they said, was somewhat lean,
That night Glen took his 3d, we mean!

"Welcome" is extended to our new roadmaster, William Whalen, who comes from the Dubuque Division.

Former Roadmaster E. E. Cush left Savanna the latter part of January to take up his duties as roadmaster of the Prairie du Chien Division, with headquarters at Madison, Wis. Mr. Cush was presented with a beautiful traveling bag

from the "Milwaukee Family," and his co-workers at Savanna, and with it accompanied the good wives of his many friends on the Illinois Division.

C. R. Gilman, car lighting engineer of Milwaukee, called at Savanna, January 21, to make arrangements for a school of instruction on the handling of dynamos for train baggagemen. This school of instruction was held at Western avenue, February 1 and 2, and many of the employes attended the class. It was decided that beginning with Friday, February 11, and every Friday thereafter, until further notice, Mr. Gilman would be at Western avenue to conduct these classes and instruct the men on the handling of the electric lighting of our trains.

The Illinois Division way freight sure made some speed—
That could have been overtaken by almost any steed.

Especially that day; train was coming west—
'Twas a January morn—and the ice glazed its best.

When T. M. Allard from Bartlett to Spaulding did walk.

And yet—no way freight in sight, could he chalk!
He walked on to Elgin, in an effort to find them—
And after "eats"—"behold"—they were behind him!

"Gleanings" from the Safety First Ride.

"Dear Sir:

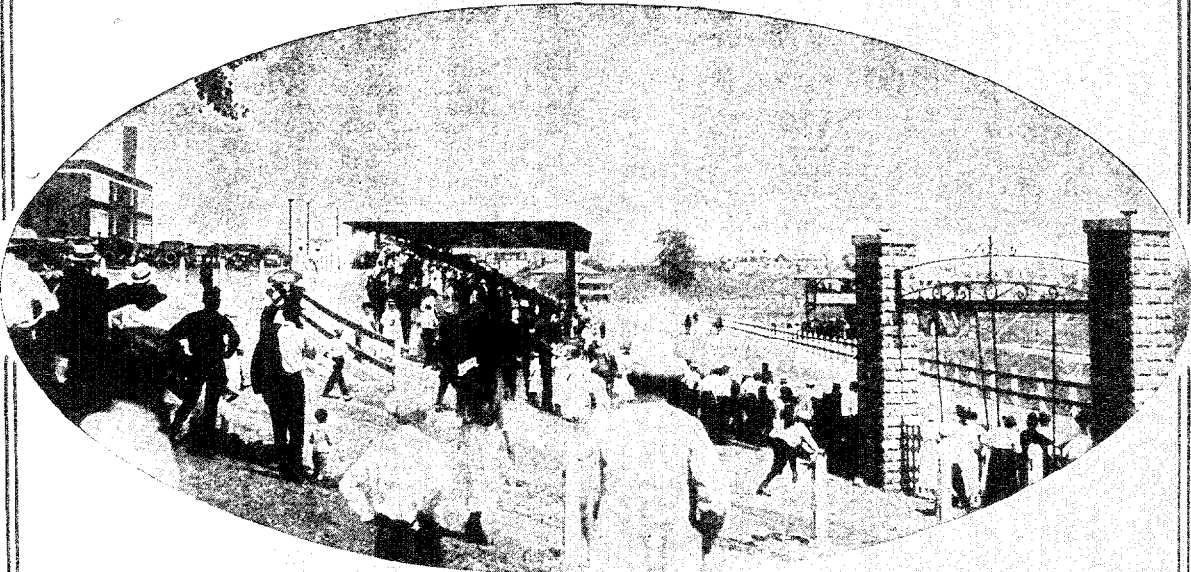
"Referring to our conversation of a few days ago relative to the safety first trip from Savanna. Would beg to advise that I enjoyed the meeting very much and that we left there about 1 a. m., arriving at freight house at Davenport at 7 a. m. This would make six hours for the trip. I cannot remember what caused this trip to take six hours. The first delay that I can remember was at Timbuctoo, where the city band serenaded us by playing "We Won't Go Home Till Morning," and the last time as we were going over the south switch, was "Home, Sweet Home." We arrived at Cordova and met a freight train; also

was there long enough to secure the morning edition of the "Cordova Eagle," from which we learned that Lord Mayor MacSwiney was still dead? (He had starved himself a few days before.) The next stop was at East Moline, where some of the prominent members of the party and the train crew agreed that we would meet "26" there. We did not feel worried about that, as we counted "35" in our party, and was not in any way alarmed about meeting "26." We hid on the sidetrack one and one-half hours, which would average three and one-half minutes each, for this "26" that we met there. We then started for Davenport and crossed the Crescent Ridge, I think, about the same time that the C. B. & Q. No. 1 crossed into Iowa at Clinton. We got through the bridge and sneaked through the south 'Y' and the C. B. & Q. never saw us. Any time the 'Q' thinks they can get a glimpse of the C. M. & St. P. Safety First Special they have another guess coming. On the way from the bridge to the depot P. L. H. made a wonderful discovery. Last summer two men in a sail boat made the trip by river from Savanna to Davenport in eight hours. P. L. H. discovered that we had made it in six hours, beating those "guys" by two hours. I can scarcely anticipate what Christopher Columbus thought when he discovered America, but the way P. L. was "swelled" up about his discovery, I don't think 'Chris' had anything on him! We finally landed at 7:00 a. m. and I just got under the wire in time to prevent my wife from starting proceedings against me for wife desertion! So you see, that this train crew that brought us home must have attended that safety first meeting, and did not want to violate any safety first rules by fast or reckless running. I enjoyed the trip very much and trust that we will get another invitation in the future to attend a like meeting? Yours truly,

"H. N."

Trainmaster A. Dutton of Dubuque "bobbed" into the office January 20 with his usual "How is your old straw hat?" Easter will soon be here and then we get a new one, Andy! Signed "Min."

A PLAYGROUND FOR EVERYBODY



IDEAL PARK, Endicott, N. Y., is a very popular spot during the summer months. In the winter time, skating, dancing, basketball are much enjoyed. A clubhouse for various amusements is open the entire year. *Everybody welcome—everywhere.*

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

Mr. and Mrs. Harold McKinley of Chicago are the parents of a son born recently. Mrs. McKinley was formerly Miss Marjorie Griffing, daughter of Illinois Division Engineer Griffing. The little fellow will answer to the name of Gilbert Gage. Congratulations are extended.

Congratulations were in order for former Chief Clerk M. G. Anjal when he called on us January 20, on the arrival of a daughter to his home at Launk recently.

Conductor E. W. Altenbern and wife, who spent some time in the west, have returned to the Illinois Division, and Conductor Altenbern is now on the Freeport-Davenport run, having displaced Conductor A. C. Kramp.

Brakeman Walter Dummer of Davis Junction was recently married to a Rockford young lady, whose name we did not learn. They will make their home at Davis Junction. Congratulations are extended.

Brakeman Ed Allen, who has been in Denver for several months for his health, left for San Antonio, Tex., recently, where he will enter the sanitarium at that place, and it is hoped that the change of climate will be beneficial to him. Brakeman Joe Schwartzinger is also at the San Antonio sanitarium for treatment, and we understand he is gradually improving. We also learn that Brakeman Burleigh, who is in a hospital at San Francisco, is improving.

Miss Carmen Alden, eldest daughter of Engineer S. W. Alden, was united in marriage to Harold Schoen, January 15, in Chicago. Mrs. Schoen has been studying voice at the Stein Dramatic Conservatory of Chicago. Mr. Schoen is an employe of the Western Electric Company, and the young couple will make their home in Chicago.

The company have commenced to load their ice at Savanna. The ice is shipped from Prairie du Chien, Wis., and is of a fine quality.

W. R. P. is tired of onions and goulash.

J. L. moved his desk for better scenery.

R. E. T. almost lost his steno. Be careful, Roy.

Mr. Shull, our freight house foreman, is to be given special honor for having the original idea regarding our new organization, which is called "Apex No. 1. Davenport Employes' Association," our motto being "GET IT STARTED RIGHT"—which we are doing. Hope the other stations will fall in line and have a like organization, for it will undoubtedly be of benefit to all employes.

F. C. can trip the "light fantastic," go riding in big automobiles, 'n everything.

Wonder if A. McG. will look the same after they leave.

Which will it be, Mabel, Michigan or New York?

How's the baby, Art?

J. R. is desirous of securing an extra position on Saturday afternoons, such as washing dishes, making beds, sweeping floors, or anything in that line. He states he will be willing to do anything. Bids will be accepted from now on.

Engineering News—Butte "Hump."

There flits across my mind the thought that it is high time that the plebian and garden variety of employe again heard from the technicians in the engineering department at Butte. We are the only engineers on the electrified territory east of Spokane, and if any of the old-fashioned people on the steam end of the road east want to know anything about white coal or the monsters that burn it, we are here to tell them.

You know, girls, this town is full of electricity—electric railways of all kinds, and electrical energy all about us; and you know it kinda gets into the blood. If any of the girls in the eastern offices have any doubt as to the pep and ginger in the live wires in Butte, particularly in the Milwaukee employes, they have but to journey hither or send their addresses.

Since writing our last space-killer many things have happened to brighten and sadden our tranquil existence. We lost our old friend R. E. "Red" Deutsche, but hear that he is again on the Yellow Steel Trail, doing accountant-engineering in Chicago. To take his place, however, we have V. J. Peterson, who needs no introduction to many of our eastern readers, and should I describe him more fully than to say that he is a full blond and a vivacious and debonair bon vivant, I feel that there would be too much of a stampede this way.

The material clerk says that he isn't getting any more addresses from the girls in the east—written on reports, etc., and is worried, as the state legislature just passed a bill taxing the bachelors \$5.00 a head per year.

Clyde H. Potter, our genial rodman, has taken unto himself a wife et al., and although we haven't smoked on him yet, we wish him much happiness. No, girls, it isn't true, Bill Ring isn't married yet, but is willing.

Mr. Davis says he knows how to tell when a honeymoon is over, but doesn't say. Maybe he will tell you if you drop him a line.

Our dashing and blond stenographer, Miss Madge Murphy, well known by the Deer Lodge younger set, has been deluged with letters since I told the boys about her some time ago, and she wishes me to say that she has all her dates full for some time. I believe there is one certain name taking up most of the space in her date book.

Iowa (Middle and West) Division Ruby Eckman.

First of all we must say how charming the February Magazine looked in her new dress. The cover page was especially appealing to the eye of one who knows and talks the value of advertising.

With the completion of the work of changing the stoker on engine 8626 the fore part of February all the engines of the L3 class assigned to the Middle and Western Division have been converted from Standard to Duplex stokers and the engineers and firemen are all glad to see them changed.

Mr. and Mrs. Peter Slater now bear the distinction of being Papa and Mamma since they welcomed a little car repairer into their home the fore part of February. Mrs. Slater who was Gladys Lutze before her marriage was a member of the office force of the Perry car department and Mr. Slater is now employed as an inspector.

Machinist Arthur Yates and Roundhouse Clerk C. E. Evitts were selected by the Perry Commercial Club to go in a representative party to intercede for the location of the new shops which are contemplated. The Perry committee had all the convincing arguments to be found to show the officials why the shops should be located at Perry and came home with considerable encouragement.

Switchman A. E. Coltrin of Perry yard force was in Omaha February 5 attending the twenty-second annual banquet of Company L of the First Nebraska Volunteers, the company of which he was a member in the Spanish-American war in 1898. The occasion was especially joyous this year as one of the number is a hero of two wars and had recently returned from France where he had served for four years as a field secretary in the Y. M. C. A.

Machinists Bertch, O'Connell and Madera of the Perry force were unfortunate in having their clothes destroyed in a fire which burned a rooming house in Perry the fore part of February. All of the men were at work and as there was no one at home when the house caught fire none of their personal effects were saved.

Conductor Mike Moran was off duty several days in February account of personal injuries.

Conductor Carl Wightman's family were quarantined in February account the diphtheria. Mrs. Wightman was sick. Fireman James Wagner's home was also under the same restrictions as one of his daughters was sick.

Conductor J. S. Evans, who is one of the managers of the Western Whist Association, was in Omaha in February participating in their annual contest for championship. He did not come home with the cup as he did two years ago but he received second place on the list.

Conductor A. N. Drake's wife was sick with the typhoid fever a few weeks in January and February.

Perry and Iowa Division railroad employes regretted very much when the announcement was made that Trainmaster F. A. Maxwell had been transferred to Madison, Wisconsin. While his successor is a stranger on the division Mr. Urbutt will receive the same sort of co operation which was given to Mr. Maxwell as that is the way the Iowa Division employes always work.

Engineer Billie Caldwell has been sick for a

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You don't have to be a College Man; you don't have to be a High School graduate. My Course in Electricity is the most simple, thorough, and successful in existence, and offers every man, regardless of age, education, or previous experience, the chance to become, in a very short time, an "Electrical Expert," able to make from \$70 to \$200 a week.

I Give You a Real Training

As Chief Engineer of the Chicago Engineering Works I know exactly the kind of training a man needs to get the best positions at the highest salaries. Hundreds of my students are now earning \$3,500 to \$10,000. Many are now successful ELECTRICAL CONTRACTORS.

Your Success Guaranteed

So sure am I that you can learn Electricity—so sure am I that after studying with me, you, *too*, can get into the "big money" class in electrical work, that I will guarantee under bond to return every single penny paid me in tuition if, when you have finished my course you are not satisfied it was the best investment ever made.

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I give each student a Splendid Outfit of Electrical Tools, Materials and Measuring Instruments absolutely FREE. I also supply them with Drawing Outfit, examination paper, and many other things that other schools don't furnish. You do PRACTICAL work—AT HOME. You start right in after the first few lessons to WORK AT YOUR PROFESSION in a practical way.

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I want to send you my Electrical Book and Proof Lessons both FREE. These cost you nothing and you'll enjoy them. Make the start today for a bright future in Electricity. Send in coupon—NOW.

L. L. COOKE, Chief Engineer

CHICAGO ENGINEERING WORKS

Dept. 813.

1918 Sunnyside Ave. CHICAGO, ILL.

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Name

Address

few weeks and unable to work. Billie has been running the day switch engine at Manilla but as soon as he is able to resume work he expects to take one of the through passenger runs.

The management of the store department on the Des Moines Division was consolidated with that of the Iowa Division, effective February 15, the accounting to be done at the office in Perry. Division Storekeeper Edward Griffith has been busy the last few weeks getting things lined up for change. Storekeeper Nunn, who has been in charge of the work on the Des Moines Division, will continue in the service, under Mr. Griffith's supervision.

Steam derrick No. 18, which is assigned at Perry, was out of service for a week being given a thorough overhauling, new flues supplied and dressed up in general. Fortunately there was no trouble on the Iowa Division during the time the wrecker was out of service so that it was not necessary to borrow a derrick.

The Soo City-Iowa Division time freight run which was in service for a long time, but which was abolished a few months ago, has been re-established. Conductor Bradley with brakemen Wiehald and Lavell and Engineer Jerry Stoner have been assigned to the service. They leave Manilla upon arrival of the time freight from the Soo City and as soon as it is delivered at Perry they return to Manilla with the time freight for the Soo City Division. Manilla is their home terminal and they have their layover there.

Engineer Fred Dennison's wife had a narrow escape from a serious accident if not death on January 19. She had started for the roundhouse in their car to get Mr. Kennison when he came in off the road and while ascending the grade to cross the M. & St. L. tracks the car skidded on the ice and turned completely over. Mrs. Kennison suffered a broken arm and some other slight bruises.

On January 25, Conductor C. F. Bradley of the Western Division surprised his friends by taking unto himself a wife. The young lady was Miss Lillian Sacora of Oxford Junction who has been making her home for some time in Perry.

The Perry Post No. 85 of the American Legion put on a minstrel show for three nights in January. They were ably assisted by the following Milwaukee employes:

Lester Job of the store department.....End man
 Engineer Charles Stoner.....End man
 Engineer Harold Stoner.....Soloist
 Leroy Fessler, machinist helper.....Soloist
 Conductor Gaylord Courtney...Saxophone soloist
 Audry Drake, conductor.....Chorus
 Mazie Smith, store department.....Chorus
 Victor Lewis, car department.....Chorus

Conductor Wm. Simonton of the Western Division and Conductor Harvey Whitlock of the Middle Division were notified to supply themselves with passenger uniforms and are now available as extra passenger conductors.

J. E. Kent, one of the veteran employes of the store and oil department at Perry, was selected as one of the official door keepers at the last session of the Iowa legislature. The positions are always given to Civil war veterans.

Engineer Brokaw and wife were called here from Davenport the latter part of January by the illness and death of their grandson, the eldest boy in the family of Roy Brokaw of the roundhouse force.

"Shorty"

Of course you know "Shorty"
 The "Car Toads" new boss,
 Who came after Williams
 The man after Boss.
 He dopes out the orders,
 And lays out the work;
 And leaves all the rest
 To his overpaid clerk.
 He is a hustler you bet
 And a good little scout
 And he knows his business
 I haven't a doubt.
 His men all pronounce him
 A game little sport
 And say he is a boss
 Of the very best sort.

He is right on the job
 Both early and late,

And he keeps his repairs
 Right up to date;
 He likes a good joke,
 And enjoys a good laugh,
 There I broke my lead pencil
 And I haven't told half.

"Success has its price and those who would possess it must pay. The cost is brains and energy, and 1921 is the year in which to make many big payments."

Freight Auditor's Office

O. W. Reinert.

The Interline and the Standard Bearers clashed together on the evening of February 9, in a pin match, resulting in a defeat of the Interline team by 93 pins.

The lineup as follows:

	Interline Bureau			Total
	1	2	3	
F. Trowe	139	154	147	440
J. Krieter	127	168	147	442
F. Maday	164	147	137	448
R. Olson	164	157	148	469
H. Snyder	156	194	199	549
Total	750	820	778	2348
	Freight Auditor's Standard Bearers			Total
	1	2	3	
G. Hoyer	128	196	149	473
W. Faus	151	173	191	515
B. Roggenbuck	157	189	154	500
H. Earle	182	167	164	513
F. Mueller	148	164	128	440
Total	766	889	786	2441

Freight Auditor's Standard Bearers went to St. Paul and again walked away with the laurels. A return game will be had sometime next month.

To the bowlers of the Revising or Switching Bureau: The Interline want your scalps.

James Kearney has been promoted from messenger to mail sorter. Good luck to you, James.

Our musical comedy star C. Holtzman has now joined the ranks of the Musical Review. With Miss Holtzman as leading lady, supported by the rest of Buster's Beauties, the freight auditor's office should rank high.

William Kearney has returned to the local accounts. Glad to see you back Bill.

Thelma Raymond is a victim of the mumps. Here's hoping for a speedy recovery.

Since rehearsals have started we have discovered that Margaret Miller is an accomplished dancer.

Freddie Trute the "Deerfield demon" wishes to announce that he will conduct a beauty contest in the near future.

The contest will be open to all lonely ladies employed in the building and the capitol prize will be an iron bound picture of the demon himself in the act of assuming his well known blush. For entry blanks and further information see C. Cirzan, the manager of the demon.

Edith Marquiss was a recipient of a valentine and the verse on it means so much, she is just dying to know who it's from. Speak up, boys—don't keep her guessing.

Talk about smiles.

Get the smile on Mrs. Eleanor Ford's face, if marriage will put such a happy smile on faces, the rest of us had better get busy. What do you say, Eleanor. Here's wishing you the best of luck, just the same.

We extend our sincerest sympathies to H. E. Bowlus who was called out of town owing to the death of his mother.

"Now it all comes out," as the saying goes, and we find quite some talent among our clerks when it was announced that a Musical Revue is to be given by the employes of the Chicago, Milwaukee & St. Paul Railway company. If you have no talent give it your hearty support and boost it all you can.

Congratulations, Mr. Helwig, former head clerk of the dictaphone bureau, promoted to head clerk of the tracing suspense bureau. Miss Finnell appointed head clerk of the dictaphone bureau with Jeannette Colville as assistant.

I suppose our friend Gertrude Frankel would

like to see her name printed in our magazine, well, here it is, Gert; how does it look?

Sighs from the Black Hills
Joyce Murdo.

In the January number we noticed that the Black Hills Division was not in the game, Silence is golden. We are still on the map and intend to be for some time.

Bert Gardner is back on the job after an absence in the big cities. He has been visiting his sister or someone else's sister.

Ask the night roundhouse foreman what cold cream lotion he used that makes such delicate hands. We wonder why.

Agent Bowers at Murdo is back on the job after an illness of smallpox. We are glad to see him back.

Engineers Hendrickson and Outman have hit the hickory. We remember when Hendrickson was young and was looking forward to the time when he would be able to hold a steady run. You have it now, Jac.

Jim Johnson has taken the east passenger run between Murdo and Chamberlien. Good luck to you, Jim.

We have noticed a decided change in the roundhouse office at Murdo. It can rank with the cleanest office on the road. When you go there don't forget to wipe your feet before you go in. A few chairs would be appreciated.

Engineer Fred Diehl has returned to the ranch for a few days.

I believe we will agree with Fireman Fred Kemper that a railroad man has no business getting married.

Thomas W. Hawksworth, business agent of the machinists was a caller at Murdo, S. D., this month.

General Boiler Inspector W. Wanberg and traveling Engineer E. Einarson were at Murdo on business.

Fireman Louis Westfall was taken to the hospital at Murdo the first of the week on account of an attack of pneumonia. We hope for his speedy recovery.

We have noticed that G. P. Hodges is a frequent caller at Murdo. Mr. Abbott, first trick operator, believes that there is a reason.

S. M. F. Kerneis
By "Hazelnut."

Mae McMahon, stenographer to engineer of tests, has been finding poems every morning on her desk. One time she left a note asking who it was. The answer was there next morning, saying: "To the world nothing, to you everything." The plot thickens.

Some person with a warped sense of humor put water on Harvey VonWald's and George Lusty's chairs. When these two worthies sat down it afforded amusement to the rest of the office force. Not so with George and Harvey, for they had to hug the steam pipes until thoroughly dried out.

Bill Gell also enjoyed a miniature shower when Miss VanLaanen's cup of water accidentally (?) slipped out of her hand and ran right down Bill's neck.

Johnny and Joe, our office boys, have so far been neglected in this column, but that does not signify lack of appreciation on our part, especially for the tacks on our chairs and various other forms of affection shown us.

Esther had a little dog,
His coat was white as snow;
Everywhere that Esther went
Her dog was sure to go.
He followed her to work one day,
For he did often roam;
It made the clerks and stenos gay,
So Joe Koch chased him home.

Splinters From the Wooden Shoe
"Red."

Machinist Jas. J. Koch has displaced Machinist Rudy Schmitz in the roundhouse. Rudy goes to the back shop.

Switchman E. Proctor is the father of a new "baby girl."

Engineer Gus Gunderson comes under the same ruling. A baby girl. How's that, eh, Gus?

Engineer Maurice Cleary is spending a month with his daughter at Pittsburg, Pa. Probably Maurice will bring back some good coal for the 217.

Dont Send a Penny

Price cut on these pants with no regard for profit—the most daring reduction made since the war. We want 10,000 more men customers and this smashed price should bring them this month for it is a bargain absolutely unequalled. No money to send with order.

\$1.95 **Smashed Price**
On Arrival

Think of it—only \$1.95 for a good looking well made pair of trousers—and we say—if not the most amazing chance you ever saw for money saving, if not a match for regular \$5.00 trousers—send them back and you are not out a cent. You decide everything.

Made of strong closely woven fabric—good for all-round wear. Double sewed throughout. Deep side, hip and watch pockets. Neatly finished and trimmed. Belt loops. Fit, style, material and workmanship absolutely guaranteed. Color, dark gray striped—goes well with any coat. Sizes, 30 to 42 inch waist, 30 to 34 inch inseam.

SEND

Order a pair on approval. Send no money. Just the coupon or postal. Give size. Don't miss this bargain.

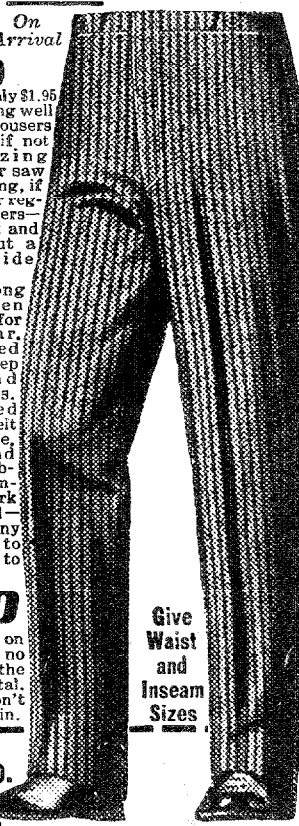
LEONARD-MORTON & CO.
Dept. 8594
Chicago, Ill.

Send me Trousers No. CX735. I will pay \$1.95 and postage for trousers on arrival and examine them carefully. If not satisfied, will return them and you will refund my money.

Size—Waist..... Inseam.....

Name

Address



Give
Waist
and
Inseam
Sizes

TRAFFIC
MEN NEEDED EVERYWHERE

Big salaries. "Bankers" hours. Dignified position. Your own boss. Work easily learned in a few weeks at home. Course guaranteed. Satisfaction assured. Graduates coached free for two years after in position. You can't fail. Practical experience in actual traffic office offered graduates. Student R. W. Fish appointed General Traffic Manager after six months' study. His salary to start \$3,000.00. Complete training inexpensive. Make up your mind now to get started. Easy terms. Write today and save \$35.00. Act at once.

Interstate Traffic School, 543 Traffic Bldg., Ft. Wayne, Ind.

A young pig was shipped to General Foreman W. A. Bender everything went fine until said pig starting roosting on Walter's desk. We wonder who sent the pig.

We extend our sympathies to Engineer Meetz and family account of the death of Mrs. Meetz.

Machinist Howard Hart is a muchly married man, having taken unto himself a wife. We notice Howard was in Milwaukee—yes, his wife was with him, also his bowling ball. Bowling balls are good protectors.

Miss Florence O'Connor of the store department spent the week-end at Milwaukee, January 28.

Engineer M. Dwyer is confined in the hospital at Rochester, under the care of the Mayo brothers. Hope to see Mike around pretty soon.

Machinist Helper "Hank" Nelson injured his foot while lowering a cylinder with a block and tackle. "Hank" claims that the rest of the gang did not understand the handling of the ropes, so he demonstrated; hence, the injured foot.

Engineer Charles McClean passed away at St. Vincent's Hospital at Green Bay, January 12, after a short illness. The boys will surely miss Charles, as he was a great favorite with them. All the boys that could be spared attended the funeral in a body. A special sleeper was furnished to accommodate the engineers attending the funeral, which was held at Outonagon, thanks to the officials of this division.

The Channing yard engine has been installed again regularly with Frank Maas at the throttle. Frank was pretty much peeved when his pet job was cut to three days a week, but he now feels at home again.

Lead Boilermaker Frank Armstrong returned from a three days' meet of boilermaker foremen at Minneapolis. He reports a good time and brought back quite a few new ideas as to the care of boilers. We have no doubt that Frank will put his new ideas into effect at Channing.

Foreman A. H. Mills had the misfortune of freezing one of his legs during the cold spell. It is very painful, he says, but doesn't care as long as it doesn't peel off.

A patrol job has again been installed between Outonagon and McKeever. This is encouraging, as it denotes an increase in business. Engineer J. Carr and Fireman H. Bushey are on the job at present.

Machinist Van Duren is temporarily filling the vacancy caused by the illness of Machinist Harry Hogan. Van Duren is always willing to come to Channing. We think there is some inducement here for him.

Business is picking up in this neck of the woods. We were obliged to increase our ring from three to six crews, and all working, and a further increase is becoming evident.

A swing crew has been cut in the O. & B. way freight, also swinging in on the way freight between Channing and Ellis Junction.

H. C. Ballard, chief clerk, superintendent's office, was the recipient of a box of candy. You have a pull somewhere, Ballard. Who is the girl?

The new members of the safety first committee are E. Landry, trainmen; A. Eichwald, conductors; C. Fogle, engineers; B. K. Buntin, firemen.

The superintendent's office was represented at Milwaukee in the bowlers' tournament. We can't seem to find out what the score was. We understand R. Patzlaff got nine pins, and that is not so bad for such a powerful arm.

The car department office force believe in modern conveniences. Shares have been taken out toward the installing of a "pencil sharpener."

A ring tells the tale, girls. Here's hoping you make home as cheery as the office.

Two girls in the car department think ice skating great sport. You know me, Al.

The "hard time party" was well attended by employes from the C., M. & St. P. shops. Everyone reported a very enjoyable time. They say Mr. Nelson could make them swing their partners in tip-top style.

We generally ask Ethel for the correct time, for it brings pleasant memories when she looks at her watch.

The Fox River was open for a few days. The season was two employes of the C., M. & St. P. made a slight dent in the ice the night before.

La Crosse Division

C. W. Fetsler.

All regret the loss of Yard Conductor George R. Renold, who was suddenly stricken with heart failure at his home on January 31. Mr. Renold entered the service of the company in 1894. The sympathy of all the employes of the La Crosse Division is with the bereaved family.

Fred Wagner of the freight claim department, Chicago, spent a few days on the division looking after company business. Mr. Wagner was formerly the La Crosse Division freight claim agent.

Operator Frank Kingsland of Kilbourn, spent a few days in Milwaukee during the month, giving the high buildings the once over.

Crossing Tender George Wilson of Hartland has been on the sick list for the past few weeks.

Anyone wanting to know whether or not dog-fish bark will kindly communicate with Earl Batten, car clerk of the North La Crosse yard office. If you think this is a fish story ask Earl.

A SAFETY FIRST meeting is being held once each month for you, so don't forget to come and bring a few suggestions. Most everyone attends so you can be sure to have a good visit with some of the men you perhaps have not seen for a long time.

Mr. and Mrs. Russell P. Oliver, day ticket clerk in the city office of La Crosse, spent a few days in Minneapolis on business.

Engineer C. J. Roob is getting along fine after his operation. Everyone hopes to see him pulling a long drag in a short time.

Conductor R. C. Curtis and wife are spending a few months in California. Mr. Curtis' run is being filled by Jerry Lynnman.

Trainmaster Bowen has been supervising the ice loading at Alaska and Pewaukee during the month. On account of the thin ice this year and warm weather, the car placing is a very important matter to the shippers.

General Yardmaster Springer of the La Crosse terminal has moved his family to La Crosse and is all settled. So any of you eastend men will be warmly welcomed if you can find time to give Bill a visit at his new home.

Mr. and Mrs. Art. Levins will leave for sunny south shortly, where they expect to spend a few months.

The La Crosse Get-together Club held their monthly meeting on January 25. The newly elected officers are Chairman H. R. Jones and Secretary Harry Taylor, of the car foreman's office. There were about eighty employes present and all enjoyed the lunch.

Bob Williams, third trick operator in the stationmaster's office, attended an old fashion dance at his old home town, Doylestown.

The men at Portage were all glad to see Adolph Meyers, engineer on the second push job, pay them a visit during his recent layoff. They all say come again.

Agent Ivan Sherman of Lyndon is the happy father of a 9-pound baby boy, which arrived on January 10.

Have you seen the 6611? If not, watch for it when it passes by; this is some of the work of the Portage roundhouse. Just notice the bell all shined up.

Agent and Mrs. Art. Finnigan of Kilbourn attended the winter carnival at La Crosse on January 29. Art. had his skates with him and came home with a smile, so you can be sure he had a fine time.

Brakeman Frank Harrington, the oldest passenger man on the division, has been on the sick list for the last month.

Agent Long of Columbus has been confined to his home for the past month on account of sickness. The second trick operator is assuming the duties of agent, during his absence. And everybody hopes to see Long back in a short time.

Brakeman Mike Ternes, is now back on the job, after being off for two months on account of sickness. Did you notice all the red is gone out of Mike's nose since he was sick. Well, that's no joke; you know sickness sometimes does take all the color out of a fellow.

Another happy father is Frank Kutknecht, night car inspector at Portage, a baby boy having arrived at his home on December 20, weighing 9 pounds. Thanks for the cigars and we all hope you will soon have to come around with more, Frank.

Just One Family

Read at the "Get-Together" program and dance given at the Hotel Julien, Dubuque, on January 18, 1921:

You know we're just one family a-gathered here tonight—
We've come to get acquainted, and we want to do it right;
We want to show that railroad, of which we are a part,
That we are working for her and that we are one at heart.

It's easy to get crabby when things don't go just right,
It's easy to forget the sun which still is shining bright,
It's hard to hold our temper when we want to let it go,
But it's nobler for to do so— we all know that that is so.

We can come down in the morning, feeling happy as can be,
Feel like God had made that morning for just the likes of ye,
And then the first thing that you know—the telephone it rings;
And, gee, the look upon your face that little message brings.

Perhaps an engine busted down, perhaps a car fell thru
A bridge, and landed in the stream—but why, I say, should you
Wear such a scoutin' lookin' face and make your poor clerks feel
Like they do when they p'r'aps have slipped— upon a banana peel.

You know folks think that railroadin'
Is what Sherman said of war,
But 'tain't unless you make it so
And help some one get sore.

The fellow that is higher up—he jumps right down the scale,
An' makes the guy what's under him turn just a trifle pale,
And then him what is further down, gets knocked a little lower—
First thing you know the whole dashed bunch is pretty doggone sore.

As I started out to tell you, we are just one family—
We're all workin' for one master—the C., M. & St. P.
We are proud of that old railroad and we hope she's proud of us,
But I know she'll like us better if we do not make a fuss.

When the things what's bound to happen
Bob up when they shouldn't bob,
And the folks we do depend on
Seem to hit us in the gob.

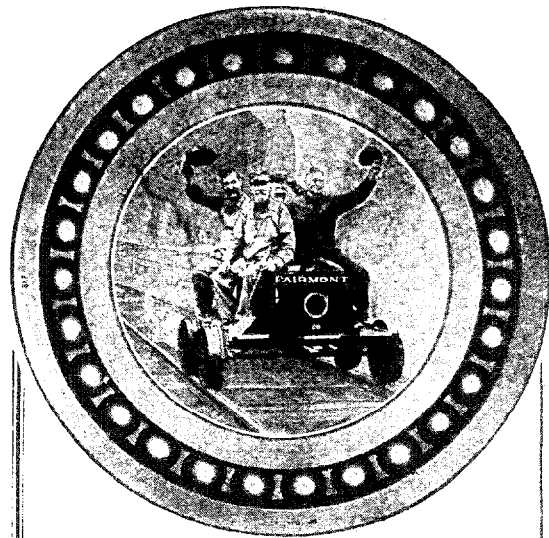
Spite of all, we must keep movin'
For the railroad don't you see
It has got to keep a runnin'
Throughout all Eternity.

For it's the railroad keeps things goin',
If it stopped the sun would frown
And she'd find her voice and holler—
"Start, or I'll come tumblin' down."

This old railroad keeps our chimney
Smokin' all the winter long,
And we love her as our mother
And can never do her wrong.

And we know the day is comin',
When she'll run around the world,
Gee, but we'll be glad we helped her
When her banner is unfurled.

But she'll get there a whole lot faster
If we lubricate her well
With a smile for everybody—
Then our ROAD won't rhyme with H.....!
—Lucille Müller.



The MAN on the job is recognized to be the Man Who Knows what is best equipment for the work in hand.

The fact that there are many more Fairmont Railway Motor Cars in use on the Milwaukee Railroad today than all other makes, indicates that the Men Who Know are buying Fairmont Motors.

Get posted on the most modern, compact motor yet offered for track cars.

**Fairmont Gas Engine
& Railway Motor Car Co.**
FAIRMONT, MINN.

COUPON

Fairmont Gas Engine & Ry. Motor Car Co., Fairmont, Minn.

Send me full information about the New Ball-Bearing Fairmont Railway Car.

Name.....

Position.....

P. O. Address.....

"Minneapolis Store Department"

Chuck.

The store department at Minneapolis not being heard from for several months, will try to make up for lost time with the following little news items. James T. Kelly, our big boss, has been out of the city on company business for the last few days. We all miss his presence very much.

Our good natured chief clerk, George Sheridan, is wearing a new ring since Christmas. Who is the lucky girl, George?

J. O. Johnson, our new price clerk, seems to be getting away big. Don't you miss the extended trips to the Junction, J. O.?

Our former office boy, Tim O'Connell, recently appointed bill clerk, is having an awful time to get his hat on. We all think a collection will have to be taken to buy him a larger one. How about it, Tim?

Say, Biddy, could you please tell us where the Crane Company is located?

Lester, the second "Barney Oldfield", says he has a betee lot of mail.

Our general foreman, Leonard Farrell, leaves again tonight for Milwaukee on company business. You aren't going back on good old Minneapolis, are you, Leonard?

We were recently agreeably surprised by a visitor, "Archie" Ahlgren, who has been in the hospital for some time and has had an operation. We trust that he will soon be able to return to his work in the store department.

Our price clerk, Herbert Larson, will miss his desk mate, Bill Hughes, who has been changed to another position.

Several of our efficient office force attended a skating party last week. We certainly had some "stiffs" around the next day, Emma Zinn, our timekeeper, especially. Must be getting old, Emma.

We all miss the pleasant smile of Olga Selvig, who has taken a 60 day leave and is "doing Chicago."

George Carr's ever pleasant expression is even more so since the arrival of Emma Jane, who came to gladden the Carr home December 30.

Des Moines Division Items

Frenchy.

W. M. Waidenhamer, general superintendent; C. H. Marshall, superintendent at Marion; J. M. Hughes, solicitor, Cedar Rapids, and C. H. Buford, superintendent, Sioux City, visited the division during the month of February.

Mrs. Rink, wife of Traveling Freight and Passenger Agent C. W. Rink, visited in Des Moines recently. Mrs. Rink has been in Council Bluffs taking medical treatment for some time. We are glad to state that she is improved in health.

Brakeman W. L. Moody was on the sick list in February, but is now on duty again.

Mrs. Clyde Kinney spent Sunday, February 13, visiting her sisters in Chicago, and, not liking the idea of spending a lonely Sunday, Mr. Kinney spent the same day visiting his old friends at Marion, Iowa.

Conductor Nick McGrath returned the latter part of January from a several weeks' stay at Tampa, Fla.

We regret to announce the serious illness of

Section Foreman L. J. Chrisman's mother and hope for her speedy recovery.

The little daughter of brakeman Joe Costello, who was injured some time ago, by being run over by a truck, is improving.

Fireman Clyde Ibsen recently joined the ranks of benedicts on the division.

Conductor J. J. Cunningham has returned from his annual vacation spent at Ponda, Iowa.

Conductor M. G. Dixon who has recently been operated on for appendicitis, is recovering rapidly.

Brakeman L. R. Santee, who has been very low with typhoid fever, is improving according to latest accounts.

Wanted—Someone to whom I may leave my life insurance, a "Miss" preferred. Everett Lakin, fireman. How about it, Everett. It pays to advertise.

On February 4, G. R. Dickman, rabbit fancier, and incidentally dispatcher, entertained the girls of the superintendent's office, at a rabbit dinner at his home on Harrison avenue. Covers were laid for the Misses Bernice Russell, Jean Dallas, Florence Nelson, Iva Steffens, Thelma German, Maude French and Mrs. Clara McMillen.

After a very bounteous dinner consisting of the very best quality of Belgian rabbit, served with all the trimmings, the guests were entertained by music by Mrs. Dickman and daughter, Miss Geneva, after which dancing was enjoyed. A Persian kitten with a beautiful brush, commonly called tail, added much to the entertainment of the evening.

Every one departed agreeing that Mr. and Mrs. Dickman are royal entertainers and we now understand why George never goes out for any of his meals.

There was a young lady named "Thelmy"

Who went to Dakota they tell me;

She ate every meal

With very great zeal

Though never a cent did she spend there.

We are wondering why a certain young lady connected with the superintendent's office has such a leaning toward the "Luther-n" denomination.

News Items From the Northern Division

Hazel E. Whitty.

Here's hoping that the next amendment gives us something instead of taking something away.

Percy Behlke, baggage man, has a black eye. He says he did a little boxing stunt down in Watertown. We will give him the benefit of the doubt.

Did any of you ever know stonewall? He was a good old boy. Ask Reese, he knows him.

Wm. Foley has donned a new uniform and gone braking on Train 46.

Our classy brakeman, F. Whipple, is leaving the Northern Division for the La Crosse.

"He wants to go from this nice Division away. I think he'll be glad to get back here some day."

Don Pierce was right on the job when the \$7,000 Marmon was given away at the auto show.

Conductor Watson now has that dignified bearing that goes only with one thing. He became grand-daddy on February 1.

W. Sharron is the proud daddy of a baby girl. The little lady has been named Betty Jane.

No danger of race suicide on the Northern Division. Hugo Warren, section foreman at Min-



Ford Auto

The letters of the alphabet are numbered: A is 1; B 2; C 3; D 4, and so on. The figures in the little squares to the left represent four words. (20 is the letter "T"). What are the four words? Can you work it out? If so, send your answer quick. Surely you want this fine, new Ford auto. Send no money with solution.

SEND ANSWER TO-DAY

We not only give away this Ford auto, but hundreds of dollars in cash and scores of other valuable prizes. Bicycles, Guns, Watches, Talking Machines, something for everybody. Everyone who answers this can have a prize of some sort. There are no losers. Nothing difficult to do. Everybody wins. Someone gets this new 1921 Ford Auto free. Why not you? Address

FORD WILLSON 141 West Ohio Street, Dept. 75, Chicago, Ill.

neapolis Junction, reports a baby boy born on February 4. His name will be Robert.

E. R. Radke, first trick operator at Ripon, had an operation for appendicitis January 12, at Fond du Lac. At the present writing he is home and improving rapidly.

Grant Oakes, fireman on the Berlin limited, has been spending most of his weekly drag tinkering with his car. But that's a sign of spring.

Business at Berlin appears to be picking up considerably especially with the condensary. Also the sand business is assuming prospects of opening soon. The quarry will do a good business as soon as the season opens and taking everything into consideration at that station you will find that there are no pessimists anywhere around. Optimism seems to be the keynote there and it is well founded.

Ye scribe blow into Berlin one day en business. Come again, Hazel, and we will visit the brewery. (Less than one-half of one per cent, though.)

Halley Oakes is now firing the morning run at Berlin and so that end is pretty well looked after by the Oakes and Parkers.

The banquet given to Superintendent E. Lollis of the Illinois division on December 2 must have been the "goods." In looking over the menu we find: "Fruit punch" and Suet pudding with "Kick" sauce. Mrs. Kendall, can't you swipe the recipe for us?

T. D. Hoyt, agent, and W. B. Coyne (Bump), yard foreman, leave soon for Carson City, Nevada, where they will serve as witnesses in a law suit at the point. Here's hoping they win out and have a pleasant trip in the western country at the same time.

Conductor Jess Taylor (Schneider) was off the force the fore part of February account sickness, being relieved by Conductor Stöelholm of Mayville.

Engineer John Rhine is now in California spending the winter and also some money. He is being relieved by Engineer Al Lewis.

Fond du Lac water tank connection with the city water system which was installed some time ago has eliminated former complaints as to water shortage and does away with the necessity of getting water from the Soo Line.

Fond du Lac ice house has been filled for the summer's consumption, but will only have enough for half of the season. Ice houses at Horicon and Berlin and Oshkosh have been filled to capacity, the ice not being as thick as usual but very clear and in smaller cakes, which will make easier handling.

Ore business at Fond du Lac and Mayville has been at a standstill during the past five or six weeks, no material of that nature having been moved at all.

Something around 100 cars kiln wood for Knowles has been handled thru Fond du Lac during the past month. Also understand there is considerable of of this material moving to Knowles from the east end of the line.

The C. M. & St. P had the honor of moving the first carload of auto tires from the new plant of the Latex Tire and Rubber Co., which is located at Fond du Lac. The shipment was made to Chicago.

As Clear as Mud

The man had just informed the Pullman agent that he wanted a Pullman berth.

"Upper or lower?" asked the agent.

"What's the difference?" asked the man.

"A difference of 50 cents in this case," replied the agent. "The lower is higher than the upper. The higher price is for the lower. If you want it lower, you'll have to go higher. We sell the upper lower than the lower. In other words, the higher the lower. Most people don't like the upper, although it is lower on account of being higher. When you occupy an upper you have to get up to go to bed and get down when you get up. You can have the lower if you pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher, it will be lower."

But the poor man had fainted.

S. O. S. Tacoma Tide Flats

R. R.

Greetings, folks! Everything in the line of

WOOLERY ENGINES

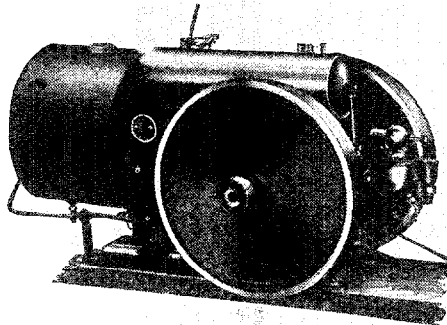
For Railway Motor Cars

STRONG :: DURABLE :: ECONOMICAL

5 H. P.
Weight, 180 Lbs.

7½ H. P.
Weight, 250 Lbs.

Single Cylinder Engines of Unusual Power for Section Work.



10 H. P.
Weight 240 Lbs.

15 H. P.
Weight 320 Lbs.

Twin Cylinder Engines for Extra Gangs, Bridge Crews, Etc.

Our New 7½ H. P. Engine is the latest design on the market. It handles the work on the heavy sections with power to spare. Newest improved design, simple construction, easy operation. Sold on easy terms.

GUARANTEED 4 YEARS

Write for Description and Prices to Department B.
See Our Exhibit at the Railway Show, Chicago, March 14-17.

Woolery Machine Co., Minneapolis, Minn.



Keep
Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
Murine
Night and
Morning.

If your Eyes
Tire, Itch,
Burn or
Discharge
— if Sore,

Irritated, Inflamed or Granulated,
use **MURINE** often,—
every ten minutes to every two hours
as best conduces to comfort.

Wholesome - Cleansing - Healing
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For Sale by Druggists
Write for our free "Eye Care" book.

Murine Eye Remedy Co.
9 East Ohio Street, Chicago

The Standard Accident Insurance Co.

of
DETROIT, MICHIGAN

has especially designed policies covering accident and sickness separately or combined for Railroad men in all branches of service. **Prompt claim settlements.** Over \$27,200,000 paid in claims to thousands of satisfied policy holders. Ask our agent or write the Company.

RAILROAD DEPARTMENT
H. C. CONLEY, Supl.

holidays being passed over for awhile, we're all planning a few parties and good times for the spring time.

The latest report from the store department is "everything the same."

Mr. and Mrs. Rex Haines, formerly Elizabeth Steiner, of the store department, are the very happy parents of Rex Steiner Haines, Jr., he having arrived on January 26. Congratulations.

George Pyette was up to Vancouver, B. C., lately on a trip. Business, of course.

The severe illness of Mrs. Trout's mother has caused a very hurried trip east for Mrs. Trout. We are hoping on arrival she will find conditions very much improved.

A. C. Beinert is himself again. The infection in his eyes has entirely disappeared.

Wonder why O. F. Wille goes over to the car dept? O, I mean Delancy's office so much lately, and he will not let me have one of several pictures he has taken of that charming office force, either.

There are long, long trails winding into the accounting department, but none so interesting as a well-worn one connecting the northeast corner of our office with the southeast corner of the time department.

Bill Smith attributes the poor condition of his "Ford's running power" to a New Year's resolution. No more W. W.

No new reports concerning "A1 office." But when it comes to a time when you need advice, go right up to A1.

Louis Bays is trying to get his "Real" car in running order. Wille and Bill are taking Bays under their special "motor care." Between them they'll do something, and we think Bays' "car" will either start mighty soon or never. Good machinists.

Mr. Morse was seen by Bill somewhere the other night with some charming person. Now Morse wants to know where Bill saw him.

How's the ball team getting along, Earl?
Oh, I am getting along fine, thank you. He's speaking for the team.

News, folks! Wille has considerable business at the store department lately. It has been said his car has been seen up "somewhere" lately. How about it, "B."?

Herbert Andrews of the store department, who has just recovered from a severe illness, dropped into our office to say good-bye today. He is taking a trip to Los Angeles to visit relatives and recuperate. We're going to miss "Herb" up here. He's one of our "doughboys" and has been with us since his discharge from the A. E. F. in 1919. Now we'll say with much sincerity that we wish you a pleasant trip, joyous arrival and rapid strides to gain your health and strength, and come back to the bunch soon. In the meantime, remember your still one of the old bunch up here and we want to hear from you often.

C. & M. Division Items R. M. C.

Operator E. C. Anderson has been highly commended for his vigilance in observing train movement. He discovered something projecting from a car on Extra 8218 West, January 12, 1921, while passing Tower A-20. Upon investigation, this projection was found to be an auto fender. Evidently someone ran into the train while it was moving over the C. & N. W. cutoff.

Chief Dispatcher Carroll and Dispatcher Larson spent a few days at Hastings, Montana, during January, attending a lawsuit.

Superintendent Devline of Beloit paid us a little visit recently.

Conductor John Cahill is very ill at the present writing. We all hope for his speedy recovery.

Our chief timekeeper, Elmer Anderson, is the proud father of an eight and one-half pound, blue-eyed baby girl, born February 8.

Gottlieb Reickoff, section foreman at Oakwood, who recently underwent an operation, is dangerously ill. His fellow employes hope for his recovery.

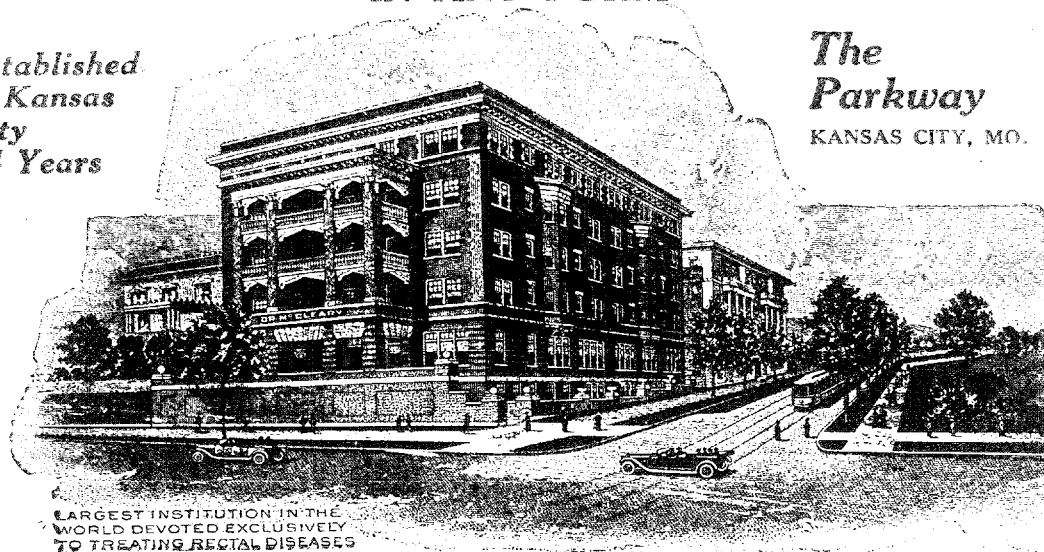
Section Foreman James Browder and wife are spending the winter in California. By all reports, he is having a wonderful time and just raves about the wonderful weather out there. Guess you have nothing on us, Jim, cause we are enjoying

Piles Cured Without Surgery

IN ANY FORM

Established
in Kansas
City
24 Years

The
Parkway
KANSAS CITY, MO.



LARGEST INSTITUTION IN THE
WORLD DEVOTED EXCLUSIVELY
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cauterly, no "red-hot" iron, no ligature, no electricity, no chloroform, or other general anaesthetic.

I CURE EVERY CASE OF PILES I TREAT BY MILD SERUM-LIKE TREATMENT OR YOU NEED NOT PAY ME ONE CENT

I will furnish you the names and addresses of 4,500 business, professional and traveling men, farmers and stockmen, women and children from all over the United States and Canada, whom I have cured.

I convinced them as I can convince you, that: First—That no matter what you tried without success, your piles can be permanently cured positively

and easily, by my treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that I would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

HERE'S WHAT KANSAS CITY BANKS SAY ABOUT DR. McCLEARY

Dr. A. S. McCleary, who has a large establishment at Tenth Street and Paseo, Kansas City, is considered very highly in the medical profession in this city.

Dr. McCleary has been established here a great many years and by honesty and square dealing has built up a wonderful practice. His patients come from all parts of the United States and Canada.

We do not hesitate to recommend the Doctor as everything goes to prove that any afflicted person will undoubtedly receive

splendid treatment at his hands. His ability as a rectal specialist is unquestioned and we do not hesitate to commend him to anyone. Write us for any desired information.

COMMONWEALTH NATIONAL BANK
COLUMBIA NATIONAL BANK
GATE CITY NATIONAL BANK
CENTRAL EXCHANGE NATIONAL BANK
TRADERS NATIONAL BANK
MERCHANTS BANK
HOME TRUST CO.

(All of Kansas City, Mo.)

I also refer you to your home bank or commercial club, as they can easily verify the above statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also my Book on Rectal Diseases and "Curing Piles Without Surgery," free.

DR. A. S. McCLEARY

651 THE PARKWAY
Tenth and Paseo

KANSAS CITY, MO.

the very same kind of weather back here in Illinois.

I understand that our side wire operator, Al Erdman, tried bowling in the State Bowling tournament. All he carried home as a prize was the bowling ball and shoes which he carried with him to the alleys. Never mind, Al, there are quite a few of us who don't even get the chance to bowl in a state tournament.

If you want the CORRECT time, just ask Howard.

Wanted: One spelling instructor. Apply Room 13 after 8:15 A. M.

Is everybody going to attend the Grand Ball? Prof. Buckholz is giving "Shimmy" lessons in preparation for the occasion. Anyone objecting to the "Shimmy Dance" will please call on him and he will convince them that it is not half bad.

The Gold Dust Twins in Room 10 were very generous with their Valentines on February 14. How about it, E. and M.?

Section Foreman Chas. Boesel of Ingleside is going to Hot Springs, Arkansas, for his health.

Mrs. B. J. Simen, wife of operator at Libertyville, visited at Lincoln, Illinois, recently.

While traveling on the train the other day, I noticed that brakeman Al Krause paid his fare on No. 47. It costs a lot to go to Shermerville, doesn't it, Al?

Dame Rumor has it that brakeman Al Krause will join the benedicts of February 28. He is contemplating a trip through the west on his honeymoon. Good luck, Al!

Events that seldom happen: "Windows washed."

Topics of the day: "Income Tax" and "Reductions."

Have had a difficult task trying to drum up some news for this column this month. After sending out a final plea, I received the following from A. M. K.:

"Yours received and contents noted,

You're some kidder, I'll admit;

If perchance I get some more news,

'Tis with pleasure I'll submit."

This is a bright outlook for a lot of news next month. Here's hoping.

S. M. East
O. J. B.

In case the parson is too modest to mention this himself we will state that he is taking a vacation and that Miss Estella Glennou will handle the pasteboards in his absence.

Of course, we are not surprised at the changes in titles and occupations we get now any more. O. J. B., having risen from his seat to get a proper survey of the scenery, found when he went to sit down again that there was no place to sit, as his position had been abolished, and the place knew him no more. Being of the "Genus Husslibus" he was not long in finding another place and desires to thank those who kindly assisted him to get located.

At the headquarters building a few changes have also taken place. Storekeeper H. E. Rice and his staff have moved into offices in the yards where they will be nearer the material. Inspector J. J. Early has moved into the vacated premises and at the last visit everybody was snugly settled, although I understand that the S. K. offices can stand to have a little fixing done there yet.

On January 24 the trainmen were hosts to their friends. Provision was made for everyone to

amuse themselves and the program with which the entertainment started was very pleasing. After the program the guests had their choice of cards, dancing, or chatting with friends. Refreshments were served and everybody had a wonderful time.

We regret to announce that Mrs. Peter Hanson is very ill, and on this account Mr. Hanson has laid aside his pump repairing duties so that he can be with her. A. O. Allen is doing the work of looking after the water supply for the time being, and we learn that he is a very busy man.

Speaking of pump repairers, John W. Santer is now taking charge of the work on the S. M. West, vice H. E. Powell resigned. John will make many friends in Madison. Here at Austin we will wager that there are many who sigh an inwardly cry that he may come back to live with us again.

Now that one of our operators has quit smoking, we venture to predict he will attain efficiency to about 99.87 per cent. We note the new call boy has left his pipe to home, too, and maybe he is going to be like John. Per aspera ad astra.

A news item says that Tom Sharkey, the old-time boxer, now sings in opera, and we know that this will be of great comfort to the musical ambitions of at least two of our telegraphers. We are open to receive offers from prominent managers not later than March 31.

Did you fill and send in the card?

Northern Montana Division A. B. Goff.

Leo B. Kyes, car clerk and Frank E. Wright, the warehouse foreman, made a quick business trip over to Harlowtown, returning the following day.

Albert Leihl, shopman, went to Spokane to visit for a few weeks, and is now back on the job again.

Engineer C. E. Shaw made a business trip to Helena, Mont.

F. B. Axtell, third trick operator from Martinsdale, is now operating here at Lewistown Yard. He came over and bumped Harley E. Dorsey, formerly operator, who is going out to his ranch to spend the balance of the winter or rather summer.

C. P. Preich, traveling demurrage inspector, has been in the city for a few days, making it his headquarters while checking demurrage in small towns on the branch lines.

Fireman L. A. Rogers, has been bumped off of his run on Train Nos. 117 and 117 running between Lewistown and Great Falls, and is now on the extra board.

Fireman James Dunbar has gone on an extended trip back east visiting friends and relatives in Minnesota and Wisconsin.

Our local freight inspector, A. H. North, has been confined to his room for a few days on account of trouble with his teeth.

The marriage of Miss Eunice Marie Yunek, daughter of Mrs. Julia Stromberber of Lewistown Heights and Robert G. Randall, a Milwaukee employe, was solemnized at the M. E. parsonage, Saturday evening, January 29. Mr. and Mrs. Randall were accompanied by Louis Yunek, brother of the bride and Anna B. Goff, sister of the groom. Congratulations are extended.

H. R. Wahoske, division freight and passenger agent, with headquarters at Great Falls, was in this city for a few days last week.

Conductor B. S. Ford and wife are back from an extended visit on the coast.

J. J. Foley, division freight agent for the Milwaukee railroad in charge of oil business for

R.R. Man's Knife \$1⁰⁰

INTRODUCTION OFFER. Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle, will be mailed you for \$1.00 and this adv. For only 25c extra your name and address will be shown on knife.



Size 3 3/4 inches long.

as glass and unbreakable. Every railroad employe will want one as a mark of identification. We can also give full time in taking orders for permanent employment and exclusive control of territory to those who can make more.

EASY MONEY

\$75.00 to \$200.00 Monthly. All or spare time. Railroad employes, your spare time can be turned into dollars with a little effort. WE WANT

A SALES AGENT IN EVERY LOCALITY to

introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems

of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on

the other side. Blades finest steel; handles handsome as pearl, clear

as glass and unbreakable. Every knife guaranteed to be perfect. Every

railroad employe will want one as a mark of identification. We can also give full time in taking orders for permanent employment and exclusive control of territory to those who can make more.

NOVELTY CUTLERY COMPANY

331 Bar Street, Canton, Ohio

that road, returned to Lewistown yesterday from Miles City. He will go to Winnett and expects to be back in a very few days.

The accounting department is having considerable trouble in accounting for the improvement in Johnnie's disposition. They have arrived at the conclusion that it is due to one of two reasons: (1) His most intimate lady friend is on an extended leave; (2) he manages to get in his full eight hours of sleep each night, his customary dates have been cancelled "Sine die." Which is it, Tobasco?

Miss Goggins of the mechanical department recently favored the city of Great Falls with a visit. She was accompanied by—well, that would be telling and anyway, we don't pretend to act as correspondent for the Mont Flour Mills.

Division Accountant O. S. Porter is still lamenting the fact that he left Iowa. Too bad, Oliver, that they are only running two trains a day to the place. Possibly there will be more on the next time card.

We don't blame Roadmaster Kidneugh for thinking he has the nicest clerk on the division. The disposition of the rest of us would probably be just as sweet and sunny if we could cultivate his appetite for Sunshine biscuits.

C. C. Sayre and wife spent a Sunday in Great Falls recently.

Lytton Building Secrets *Betcha Ma Life.*

Paymaster W. H. Anderson moved his office to the Lytton building, January 19. The pay check bureau, formerly a part of the office of the auditor of station accounts, was at the same time transferred to the auditor of expenditure's office.

A. C. Saida was absent a week on account of an ulcerated tooth. He is back on the job again, but without the tooth.

I. H. Keller was absent one day last week. Nobody seems able to solve the reason for this. When will another 11½ come off? Won't you please invite us?

It is with a great deal of pleasure that we are able to inform the readers of this magazine that Shop Accountant J. J. Buelting has been promoted to traveling shop accountant, reporting to O. P. Barry, auditor of expenditure.

Job may have thought he knew what trouble was, but if you care to listen to the wails of that little blonde stenographer, who sits up in the corner by the chief clerk, you will find out that what Job had wasn't a circumstance.

T. I. Myers and N. H. Boardman are still boarding the Naperville flyer every evening. Understand it is now known as the farmers' special.

A. Knauff has still ambitions of a vacation. Hope on, A. K., the first ten years are the hardest.

A very pleasant dinner was given Shop Accountant Buelting at Hotel LaSalle on Monday evening, February 14. The hosts were the members of the shop accounting and storekeeping forces at Western avenue. A very fine menu was served, the table being beautifully decorated with flowers, and Mr. Buelting was presented with an "A. A. O. N. M. S." ring. Suitable speeches were made and all reported a very enjoyable time.

No more skating this season, Eve. That means Willie will have to practice parlor tricks instead of fancy skating.

It is surprising how much interest A. J. McIntyre is taking in the young ladies in his vicinity lately. Isn't it true that in the spring a young man's fancy—

Has any one noticed that sentimental look in Joe's eyes lately? We wonder if a trip to Dubuque had anything to do with it?

Leo Steffen is now taking strenuous exercises at 10:30 and 3:00 o'clock each day. Perhaps he is training for that three-round boxing match which he and Bill Homan are to star in at the "Fullerton Avenue Follies," which will be held soon.

We notice that Marie Arnet is wearing a new wrist watch. What's his name, Marie?

W. M. Gutfahr is our latest acquisition. Welcome, Bill.

Hazel Reetz has been assigned to analyzing various suspense accounts. If some of her "north-side" friends could only know this.

A mouse ate Margaret Darfler's lunch one morning last week. The little fellow showed rare judgment in going to Margaret's desk.

On "groundhog's day" Alvina Gavin blossomed out in a new brightly colored waist. Yep, folks, spring positively ain here.

Ruth Fisher gives a helping hand each day now to the mail clerks. Outside of that she still has time for weekly choir practice.

Richard Koehler went home one day last week with the mumps. Emily Dougherty told us that he was still quite sick. You see, they both live in Elgin, and now Emily will probably get them. But, seriously, Dick, we all hope you have a speedy recovery.

Hubert Severs is getting checks into the paymaster's office so fast now that they have to move up the dates a day or two to keep even. That's the stuff, Hubert, we knew it could be done.

River Division *"Jerry on the Job."*

'Tis a cold, cold world they say; in fact, Signal Supervisor Alexander thought it was colder than ever at Hastings recently, as he mournfully considered the price of a new suit. Possibly some of you have noticed the new suit he is wearing, but if you will promise not to shed too many tears I will tell the way it happened. It was a dark and stormy night when a signal failure occurred on account of the battery solution thickening. Alex had the germ of a great idea a few days later, so proceeded to place the battery jar in question, on a stove to melt the contents. All went well and he had visions of his name adorning the hall of fame until the bottom came out of the jar spilling the acid over the aforesaid trousers. We don't know just what happened to the trousers, but we understand there was not enough left to make a bathing suit, and it looked like a case of coming home in a barrel until Maintainer Owen Dunn saved the day by loaning him a pair.

Margaret Eddy of the accounting office says we

VAUGHAN " P.&M. " HENGGI " YARDLEY

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THE P.&M. CO.
(ENGLAND) LTD
LONDON.

RAILWAY EXCHANGE
CHICAGO

THE P.&M. CO.
LIMITED
MONTREAL

Electric Railway Progress 1920

THE most notable activities of the General Electric Company in the electric railway equipment field during the past year have been in connection with the safety car, automatic substations and steam railroad electrification. The safety car has become more nearly a standard design and large numbers are being ordered for congested city service, as well as for the lighter and less frequent schedules in the smaller towns.

Additional automatic control equipments for railway substation service have been ordered by many roads during the year, ranging in size up to 1500 KW. The 2000 KW motor generator set with complete automatic control furnished for the Detroit River tunnel electrification has been in successful operation for several months. This is the largest single unit yet to be operated automatically in railway service. Probably the largest single order for automatic substation equipment was placed recently through the International General Electric Company for eight 1000 KW control equipments and transformers to be installed in the 1500-volt, direct current substations of the Victorian Railways at Melbourne, Australia. The complete order also included synchronous converters, which will be furnished by the B. T. H. Co. In New Zealand the 300 KW automatic substation ordered last year for the Christ Church Tramways has been put in operation, and its success is indicated by the receipt of an additional order for two 300 KW automatic equipments for the same company.

In the United States work on the electrification of the steam railways has been confined to the C., M. & St. Paul Pacific Coast extension, which is now operating entirely with electric locomotives. The five gearless passenger engines which handle the main line trains over this section have operated without interruption since being put in service last spring. The unqualified success of this entire electrification has been testified to by many foreign commissions which have visited the road during the past year. In almost every case the visitors have carried away the

conviction that high voltage, direct current solves the problem of system for railway electrification. The most prominent electrifications which are now actually under way are the Paulista Railway in Brazil and the Montreal Harbor Commission at Montreal. The contract with the Paulista Railway, placed through the I. G. E. Co., includes eight 100-ton freight locomotives and four 120-ton passenger locomotives designed for operation on a 3000-volt overhead trolley with regenerative braking features for the heavy-grade service. The order also included a complete 3000-volt direct current substation of 4500 KW capacity, overhead line material, bonds and transmission line material. Power will be purchased from the Sao Paulo Light and Power Company at 88,000 volts, 60 cycles, regenerated principally in water power plants. The initial contract included 27 miles of double track as the first step in a project covering over 100 miles of road. This road is a heavy trunk line using heavy equipment over a 5-foot, 3-inch gage.

The Montreal Harbor Commission, during the past year, has made considerable progress in electrifying the terminal trackage around Montreal Harbor. These lines extend a distance of about 17 miles on both sides of the St. Lawrence River and are located at the head of ocean navigation, and at the foot of inland navigation through the Great Lakes. There is a total of 58 miles of track extending along the water front and connecting the piers. Connection to the several steam railroads is also included. The 2400-volt direct current system was selected after the very successful demonstrations of the Canadian Northern Railway lines through the Mount Royal tunnel. The overhead equipment is very similar to that used by the Montreal tunnel, the working conductor being of 4/0 copper wire suspended by loop hangers at the height of 23 feet above the rail. Wooden poles are used from 40 to 65 feet in length, as conditions require. At present two of the 83-ton, 2400-volt locomotives originally built for the Canadian Northern Railway are being used temporarily for switching service on the finished portion of the line. A 2400-volt, direct current substation is under construction, equipped with three 1000 KW motor generator sets. These sets are being built by the Canadian General Electric Company. Additional locomotives are to be furnished when the lines are completely equipped.

Another important project in South America is the Santa Catharina lines in Brazil, about 50 miles of which are being equipped for 1500-volt operation with multiple unit cars.

never put any cute things in the magazine about her. Far be it from me to slight any one, Margaret, and right here I am going to ask all the readers on the River Division to tell me something real cute that I can say about you. At any rate be patient until the next issue. In this connection, I might add Margaret weighed herself the other day and the baggage room scales have not recovered yet from the strain.

It is reported that Daisy Carstensen, the beautiful young expense clerk at Winona, is already wearing her new "Easter" bonnet. The reporter says no one can blame Daisy because it sure is a "dippin'", or as "Sterby" puts it, "She will knock 'em dead."

Assistant Cashier Earl Sterbenz at Winona has a most profound fondness for auburn-haired girls. I understand. Why the discrimination, Sterby?

Warehouse Foreman E. V. Conslidine at Winona has been laid up for the past three weeks, but is getting along very nicely at this writing and we are hoping to have him back on the job in a very short time.

Chas. Coe, trucker at the above point, has been spending all his spare time with his skates on Lake Winona. It is rumored that he intends to challenge Everett McGowan, the St. Paul speed demon, in the near future. However, don't tell anybody; it is just a rumor.

We understand Florence Johnson of the superintendent's office attended her usual Wednesday night choir practice at the Palace Theater the other night. Yes, we attend the same kind of "choir practice" quite often ourselves.

Trainmaster W. J. Lieb had to visit the tailor recently to have his vest widened on account of a greatly enlarged chest measure. You see, he recently had the honor of being the proud father of a bright little baby girl. Possibly we can persuade him to give us a picture of her for the next magazine.

Compliments have been coming in by the dozen on the new cover of the magazine as it certainly improves appearances about 100 per cent. Here is hoping our editor will be able to continue it, and speaking about the last issue, don't forget to use the cards enclosed. Let's try and make Mr. Willoughby work overtime reading them all.

General Supervisor of Safety Smallen was in Minneapolis last week to attend the Safety First River Division Safety First meeting.

The River-Twin City terminal bowling squad are to journey over to St. Paul next week to take a fall out of St. Paul freight house aggregation, who are rather puffed up about their recent showing against the Fullerton Avenue team of Chicago; however, the local men are not the least bit frightened over the outcome, and furthermore, the Fullerton Avenue pin smashers can consider this a standing challenge.

It was with regret that we learned of the sudden death of Russell Risberg's mother and want to extend to him our heartfelt sympathy.

Milwaukee Shops Items

H. W. Griggs

Officer Heinemann of the fire department, returned to duty December 22, after a two weeks' layup with a broken knee bone, a bad accident.

In the matter of good economy, stop up all the little holes in the roundhouses to keep out the cold. If only the big tanks would not project through the doors, the place could be much warmer. Locomotives grow faster than buildings. How about a R. H. door vestibule?

In the sudden death of Conductor Sprague, this company loses one of its most jovial and good-natured men. Mr. Sprague dropped dead at Okauchee station December 23, while on his run on the Madison passenger.

Geo. Bilty has gone from the drafting room to Marquette University to take one of the engineering courses.

One of the big coast defense guns went through Milwaukee by the shops December 30, at 11 a. m., mounted on two flat cars. The cannon was something like 16 inches by 60 feet. When one realizes that a gun barrel like this costs over half a million dollars, and fifty thousand dollars to shrink on a breech band, we may know something about what armament costs.

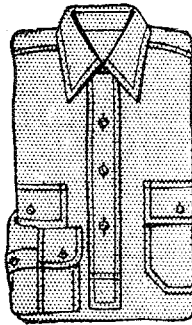
Paul Valentine is back in the mechanical engineering department after a part season at the coast for the valuation department.

Geo. Prentiss was off sick a few days the first

A New Waffle Iron

The latest electrical device is a new waffle iron, which has been recently placed upon the market. Simplicity and ease of operation, as well as sturdiness, are the features of this waffle iron. The opening of the iron is accomplished by simply pulling down the handle of the iron, and the closing is accomplished by raising the handle. The waffle iron has a highly polished finish, and is a thing of beauty for the table. By means of a through switch, the current in the waffle iron can be conveniently turned on and off, without removing the plug from the device.

30,000 GENUINE ARMY SHIRTS



\$1.95 each
Two for \$3.75

These shirts were manufactured by one of the largest shirt manufacturers in the country who manufactured thousands of these same shirts for Uncle Sam's engineers. All Government contracts were canceled at the close of the war and this lot of shirts was finished too late. These are new shirts just as received from the manufacturer, and are what is known as the field engineer's shirt, khaki in color. Should wear at least two years. The strongest shirt ever manufactured.

As a matter of good faith, mail us a deposit of \$1.00 on each shirt ordered and they will be shipped to you, balance on delivery. Be sure to state neckband size. Satisfaction guaranteed.

KINGSLEY ARMY SHOE CO.
3852 Cottage Grove Ave. Dept. M-262 Chicago, Illinois

PILES Don't Be Cut UNTIL YOU TRY THIS Wonderful Treatment.

My internal method of treatment is the correct one, and is sanctioned by the best informed physicians and surgeons. Ointments, salves and other local applications give only temporary relief.

If you have piles in any form write for a FREE sample of PAGE'S PILE TABLETS and you will bless the day that you read this. Write today.

E. R. PAGE, 307 Page Bldg., Marshall, Mich.

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Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.
One Block South of Grand Ave.
Milwaukee, Wis.

WHOLESALE RETAIL

Co. Phone Grand 1246

week in January. We are all glad to see George at the desk again, and congratulate him on being the new superintendent of tests.

L. B. Jenson has recently been appointed general shop superintendent of the car department. Flowers and congratulations. Goodness sakes where will L. B. J. land next?

The roundhouse office force have moved over in the old S. M. P. building—the "marble palace"—some pep, this. The old freight car offices are torn down for locomotive kindling.

Chief Draftsman T. Kirkby has been promoted to shop schedule supervisor in the locomotive department with offices over with A. Anderson. Kirkby went over without even saying goodbye. Second Assistant H. A. Sjogren steps in Kirkby's place. Mr. Kirkby relieves Geo. Kemp, who has gone with the P. & W. V. R. out of Pittsburgh as mechanical superintendent. Good for George.

Veteran Jno. M. Horan will be 83 years old January 23. It won't be too late for congratulations after the February magazines are out.

J. J. Hennessey comes in once in a while looking much improved in health; always welcome, old pard.

As before mentioned, the D. M. M. staff meeting photo shows D. M. M. Hughes of Beloit very much resembling President P. D. Underwood of the Erie; so much so that we sent a print to Mr. Underwood and here is his reply: "Dear Mr. Griggs:—Yours of December 29, enclosing photographs. I am very much interested in them. I notice a man named Bilty. I wonder if he is a son of my old friend Joe Bilty, who was employed as yard conductor during my time as yardmaster at Milwaukee?"

"There is a remarkable likeness between Hughes and myself; that is, Hughes looks like I did some years ago. He has the advantage over me in years. I hope the resemblance will not get him into any trouble.

"Yours very truly,

"F. D. Underwood,
"50 Church Street, N. Y."

We have informed Mr. Underwood that his guess is correct as to Joe Bilty, who died 27 years ago; he was the father of C. H. Bilty, our mechanical engineer.

Foreman Cabinetmaker Julius Schaeffer has been home on the sick list for the last three weeks. He is slightly improved, and we all wish him a speedy recovery.

Mr. A. A. Campbell from Youngstown, Ohio, is the new chief chemist, since Geo. Prentiss is superintendent of tests.

Veteran Chas. Zuehl, S. M. P., of the car stove department, has some shop, I shall say. He has the whole shooting match to himself and is wholly responsible. Everything up in apple pie (no cherry pie) order. The bright mineral paint on his stock of stoves and pipe makes the place look like business.

There is some talk of reviving the old Milwaukee Road club, after three years' suspension on account of the war drives. This was made up mostly of foremen and clerks in the Milwaukee district. Those who remember the many fine parties formerly given by this club will wish to see it revived. Messrs. Peck, Jenson and Petran are back of the movement.

Since Miss Rank of Petran's office has got her new alarm clock she reports at the machine shop office sharp on time. Some clock, Gussie!

All departments of the shops are on another 20 per cent reduction, either in time or reduction of force until March 1; altogether since the previous reduction amounting to about 40 per cent.

The executive committee of the Veterans' Association of the system met in the union depot the evening of the 12th. Secretary-Treasurer Grant Williams and President Mitchell were on hand. Some important items of interest for the association were discussed, some sort of a pension system and other matters, aftermath of the annual meeting in September.

Al Mitchell has returned from the east. While there he incidentally took in the bout between his son "Richie" and Leonard in New York. Richie came very near getting the belt.

Frank O'Connor Shops G. S. K., was up to Escanaba a week ago. Mr. O'Connor not long ago returned from a trip to Seattle and over the whole western line. Johnny Czeck, the shipper, is as busy a man as ever.

Factory to Rider

Saves \$15 to \$25 on the model you select from 44 styles, colors and sizes of Ranger bicycles. Delivered free on approval, express prepaid, direct from the makers for 30 Days' Free Trial. We pay return charges if not satisfactory.

12 Months to Pay Possession at once on our liberal year-to-pay plan. Any boy or girl can save the small monthly payments.

Tires wheels, chains, parts and equipment at half usual prices. Big Ranger Catalog FREE with marvelous new prices, 30 day trial offer and terms.

MEAD CYCLE COMPANY Dept. F247 Chicago, Ill. Ask for Special Rider Agent plan to earn money.





AUTO OWNERS

Save half of your tire cost by using **Double-Mileage, Double-Tread Tires, Guaranteed 5000 Miles.** We lead, others try to follow. They are reconstructed of highest grade material—hardly ever blow out. They are only guaranteed for 6000 miles, but have run from 8000 to 10,000 miles. Order today at these low prices:

Size	Tires	Tubes
30x3	65.50	\$1.60
30x3½	6.50	1.75
31x3½	6.75	1.85
32x3½	7.00	2.00
31x4	8.00	2.25
32x4	8.25	2.40
33x4	8.50	2.50
34x4	8.75	2.60
34x4½	10.00	3.00
35x4½	11.00	3.15
36x4½	11.50	3.40
37x6	12.75	3.75

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DOUBLE MILEAGE TIRE & RUBBER CO.
3245 Ogden Ave., Dept. 114, CHICAGO, ILL.

**Motoring on the Milwaukee
Up and Down on the Rocky Mountain Division**
N. B. Decco.

As Ruby Eckman says, we have made the "Line" and everybody's with our magazine. I suppose the editor will heave a sigh of relief now and suddenly discover her correspondents have received a new dose of pep from somewhere, that's the reason there is some hope for the individual among us now. Having missed both these numbers Ruby speaks of I am only living in hope I myself may sometime be quoted in something or other, so from now on—

A card from the wandering Rogers family finds them at Tampa, Fla., and where else they are going before they return, no one knows, but just because John's money was in the same bank where all the rest of our's was, when it closed, is no worry to John, not when he is on one of his pleasure trips. I should say not, what's money to a millionaire.

We regret to say that fire, the origin of which is unknown, completely destroyed the home here of Brakeman Rockefeller, on the night of January 22. Mr. Rockefeller was fortunate in having it partly insured, however, as nothing was saved, and he and Mrs. Rockefeller were very lucky to escape with their lives, as both were asleep when awakened by smoke.

Fireman Schector and wife have moved to Harlowtown for the time being where Mr. Schector is working as engine hostler. Everyone lives in a trunk now, they are requested to move on so frequently. Goodness knows where they will be moving on to, soon, if this keeps up, as there won't be any more folks to bump presently.

Fireman Bennett and wife are visiting home folks on the ranch at Martinsdale. I don't know for sure, but I imagine there wasn't any one left to bump in this case. That's a good thing to do, if such is true, isn't it?

A general change all around in Deer Lodge has just naturally lifted some of the brothers right out of the town. Former Train Dispatcher Jack Weatherly and Neil Grogan are working at Harlowtown and Lombard respectively and the second and third trick men are working through from Harlowtown to Avery, so when you want the train dispatcher you put in a long distance call for him and tell central to ask him to answer you on the big tone when she gets him—or almost that. Mike Walsh likes us at Three Forks; he has spent two vacation days in succession here.

The division offers congratulations to Assistant Chief Dispatcher Dowd and Miss Florence Pollock, who were quietly married in Butte the first of January, and after a few days with friends and relatives in Moberg and other South Dakota points, are housekeeping in Deer Lodge, along side of Maggie Maggett and Mrs. Maggie.

J. A. Hoppe of Melstone or Marmarth or somewhere thereabouts was appointed day yardmaster at Harlowtown in place of A. C. Park, who resigned recently.

On January 20 Three Forks again came into the limelight with A. P. Chapman and Mr. Blair of Seattle as its guests and they liked us so well they stayed for two days, too. Any remarks about this city in the future will be kindly referred to the above gentlemen to be taken care of.

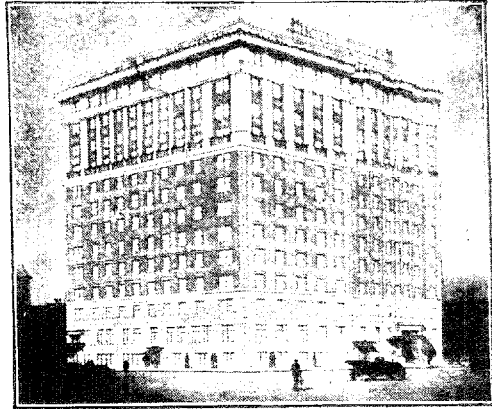
Mrs. Quiet, wife of Fireman Quiet, has gone over to Lewistown to live. Mr. Quiet is firing passenger on the Lewistown to Great Falls run and they expect to remain there even after the rush back to the motors next—well, some time next summer, anyway, we hope.

I can see the reason now why everyone gets sick and rushes to the Three Forks hospital. I tried it to see and there are some of the nicest little ladies up there with white caps and aprons on, who hold your hand and bring you nicest things in to eat, you ever saw. I stayed until the head nurse asked me why I didn't move on and give someone else a chance to get acquainted, and I took the hint and left.

Operator Holcomb relieved on second trick, while I enjoyed myself at said hospital, coming here recently from Portland, where he has been working since leaving Josephine.

Milwaukee Terminals
Renay.

Oh, golly! What a peachy cover. And what a splendid advertisement. We are all patiently wait-



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Take Woodward car, get off at
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Write today for our free booklet showing the deadly effect of tobacco upon the human system and positive proof that Tobacco Redeemer will quickly free you of the habit.

Newell Pharmacal Company,
Dept. 601 St. Louis, Mo.

left at Dock One, had an opportunity to see the docks from the water side last Sunday afternoon as a guest at a launch party. The launch was loaded down with provisions to the extent that it could not reach the east side of Commencement Bay and had to return, whereupon the party continued per automobile. The bay was full of ducks as usual, Her Grace and five other girls in the party being the only chickens visible.

We learn from reliable sources that our handsome chief bill clerk, Bernie Bartels, who heretofore has been too bashful to dance—or else considered dancing too much like hard work—has now developed a taste for the terpsichorean art and gives promise of becoming an exceedingly graceful dancer—light on his own feet, but heavy on those of his partners.

Car Accountant's Office "Magpie."

Car accountant's office is full of pep for the big C., M. & St. P. musical revue.

The Accounting Department Employees' Aid Association have struck a brilliant plan of raising funds for the distressed employes and bringing about a better social feeling among all the employes.

Instead of the regular spring dance they have arranged to organize a combination musical comedy and minstrel show of about eighty people. To qualify, one must be an employe of this road and talented for a show of this kind. Three performances will be given, April 6, 7 and 8, at the DePaul Auditorium (formerly College Theatre).

The car accountant's office is represented by one member on each of three committees, namely, advisory and general committee, H. H. Kester; advertising committee, Carl C. Denz, and ticket committee, Earl E. Kulon, but best of all, by the largest group of talent from any one office. We are surely going to do our share and part of the other fellow's in making this show a great success with our fifteen singers, ten of whom have made it known that they can render solos; our eleven instrumental players, including pianists, violinists, drummer, xylophonist, mandolinist, guitarist; also nine dramatic performers. Below is a list of names of the willing participants from car accountant's office:

Brown, Jessie	McEvoy, Margaret
Beaudry, Lauraine	Mauey, Mary
Burke, Marie	O'Neil, Alice
Berndes, Lillian	Pearson, Helen
Bach, Lucille	Porten, Elizabeth
Berg, Myrtle	Rosier, Grace
Bald, George	Robinson, Lester
Bergsten, Edgar	Sychowski, Sophie
Caspar, Mary	Selpp, Marie
Clancey, Monica	Sang, Angela
Cirlin, Lucille	Stull, Arline
Ford, Mary	Tucker, Ida
Kulon, Lillian	Tucker, Martha
Kooken, Bernice	Wilson, Frances
Lescher, Josephine	

In addition to assisting the show materially we are also capable of adding several of our own specialties if time is found to put them on the program.

Three rehearsals have already taken place. The initial rehearsal was held on Saturday afternoon, February 5, of which 40 per cent of those present were from our office and all talented. Our worthy director, Mr. Heath, requested solos, and no one came forth; after a few minutes of hesitation, Miss Lillian Berndes rendered a beautiful selection, "Apple Blossom Time." She was closely followed by Miss Helen Pearson, who rendered another beautiful solo, "The Pal" and then Miss Lucille Bach stepped forth and delighted all with "Margie." The spirit of these three girls always will be remembered as "breaking the ice" in getting started for the big show, as the director had some difficulty in having the others give an example of their talent. At the second rehearsal the Misses Marie Burke, Mary Caspar, Mary Mauey and Grace Rosier entertained and pleased the director and those present with their singing.

This show must be a success, financially and in the talent exhibited, the latter we can assure, the former you must help us in. Boost this

"revenue" to everyone, explaining why it is given and for whom. Your reward will be the success we achieve. Any information desired can be had of Harry Kester, who is always ready to assist in seeing this work "carried on." Get in touch with some of the committees and help them; don't leave it to a chosen few. The more tickets you sell the greater the fund will be, and that will enable the association to handle cases in the manner which we would want them. Therefore, the car accountant's office "must not fail."

It has been noticed that the Misses Dillon, White and Votava make a hurried exit at 5 p. m. on Tuesday evenings, and are later seen in Bensinger's bowling alleys trying to reduce their weight. Be careful, girls, exercise is a two-edged sword, and has a tendency to increase the weight as well as reduce it.

The following conversation was heard in the elevator one morning:

George Miller--The whole affair happened so quick I was taken unawares.

Cal. Gassman Unawares? What does that mean?

Carl Demz--Oh! it's the first thing you put on in the morning and the last thing you take off at night.

In next month's issue will be printed part of the details concerning a contest between H. Kester, William Mauch, W. Jones, C. Hill and A. Petzold (Clarence Becker might get into it if he hurries). As all the rules governing it have not been drawn up, ye scribe is not even permitted to look at them (just one peek would be enough for me), so we must wait until Charley and Wilbur are finished. This contest promises to be thrilling and everyone, no doubt, will be on edge until it is decided.

To My Dictaphone

You never are late in the morning,
You never get restless at four,
And I've never known you to giggle or chew;
You never use slang, what is more.

Your costume is simple and quiet,
Your color is always the same;
And I'm seldom impelled by the words you've misspelled
To heap maledicts on your name.

Yet I feel that there's something I'm missing:
My life seems peculiarly bare,
In spite of the fact that every act,
Is performed without fixing your hair.

For I've found that your soul is a motor,
Your motives are amperes and volts;
Your memory's wax, if you drop it it cracks,
And your posture's dependent on bolts.

So I think I'll recall Miss M. Dimpin
To sit at the desk on my right,
Her eyes are quite blue—and I think I'll hand
you

To the clerk she went out with last night!

If Clarence Becker and Dave Ramsay would only tell why they make so many trips to LaCrosse, Wis., they would set a few minds at ease. The going and coming part is alright, but they hardly returned when they had their pictures taken and that seems like a mystery to us. Clarence sure looks great in the fancy collared overcoat, too, and how could those LaCrosse girls resist it, and that cute little mustachiose. Dave, I'm surprised at you.

If some one would only invent gloves with cold water running through them maybe Miss Jane Hartley would not burn her fingers lifting a hot frying pan while cooking dinner. Of course, she can cook a dinner, and any one can burn their fingers.

After a month of illness, Wilbert Jones is back again with us. Welcome to the fold, Wilbert, and may you have perfect health is our sincere wish.

Miss Ruth Johnson, who underwent an operation in December, returned a few days ago, and it is a pleasure to see her in such good health.

Twin City Terminal Division

"Molly O."

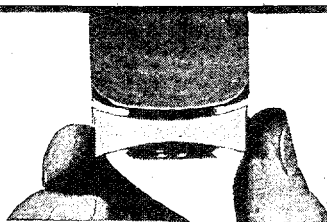
George Hancer, our efficient car distributor, has solved the housing problem by purchasing a new home at Spring Park, Lake Minnetonka.

BALDWIN LOCOMOTIVE No. 54,000

Among recent shipments by us of new power for the Milwaukee Road was Locomotive No. 8237, which bears our construction number 54,000.

This big engine, by reason of its number, is attracting more than usual attention. High numbers to us mean added experience. In addition to building locomotives which will give the fullest satisfaction to their owners, we continually strive to simplify the work of the enginemen, and to so arrange the equipment and fittings that the crew will be safe and comfortable.

The
Baldwin Locomotive Works
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You don't require a wrench to apply

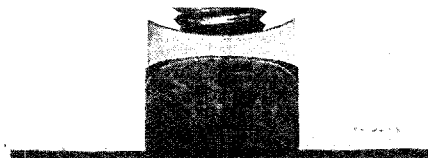
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except to lock them after you turn them on with the fingers.

That's why Boss Lock Nuts do no injury to bolt threads and why men prefer to apply them. But they'll have to use a wrench to loosen them.

Send for latest catalog.

BOSS NUT CO., Chicago, U. S. A.



\$365.75 ONE DAY!

Ira Shook of Flint Did That Amount of Business in One Day

making and selling popcorn Crispettes with this machine. Profits \$269.00. Mullen of East Liberty bought two outfits recently, and is ready for third. Iwata, Calif., purchased outfit Feb. 1920. Since, has bought 10 more—his profits enormous. J. R. Bert, Ala., wrote: "Only thing I ever bought equaled advertisement." J. M. Pattilo, Ocala, wrote: "Enclosed find money order to pay all my notes. Getting along fine. Crispette business all you claim and then some." John W. Culp, So. Carolina, writes: "Everything going lovely. The business section of this town covers two blocks. Crispette wrappers laying everywhere. It's a good old world after all!" Kellogg \$700 ahead end of second week. Baltimore, 250 in one day. Perrin, 380 in one day. Baker, 3,000 packages, one day.



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Little Capital, no experience. Teach you secret formula.

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The demand for Crispettes is enormous. A delicious food confection made without sugar. Write me. Get facts about an honorable business, which will make you independent. You can start right in your own town. Business will grow. You won't be scrambling and crowding for a job. You will have made your own place.

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Send post card for illustrated book of facts. Contains enthusiastic letters from others—shows their places of business, tells how to start, when to start, and all other information needed. It's free. Write now!

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Don McMillan, clerk in the city ticket office, is receiving compliments from his friends for having won the "Journal Politeness Prize" of \$5.00. Don received his early training in depot ticket office.

For information as to fresh egg market inquire of August Johnson, information bureau. He knows.

M. A. Bost of engineering department has returned from making a survey of gravel pits in Black Lake District.

Howard Blake brought back an arm load of drainage surveys from the S. M. Division.

We are all wondering if the strict observance of Lent by Georgia and Lucille is caused by religious fervor or a desire to train down for the new spring suits which are said to be along svelte lines only. Well, we can't all be "thin and nifty."

We learn Phil Bornkamp has become a disciple of Terpsichore; better not let Mme. Paylow see him or the C., M. & St. P. will be looking for a new car distributor.

District Storekeeper G. A. Carr announces the arrival of an assistant storekeeper in person of Miss Mary Elizabeth Carr—age 1 week.

Harold J. Madvig of the engineering department was married January 7 to Ragne Jacobson at the home of the latter at 22 West Thirty-third street, this city. Morgan Nyberg, also of the same department, officiated as best man. The happy couple left the following day for a week's honeymoon in Chicago. We understand that Harold intends to install his bride in a new home in the spring. His co-workers presented him with a complete set of "Pyrex" cooking dishes. Everyone extends their most hearty congratulations for a long and happy married life.

Meet me at the rail, Mac.

The High Brows of the signal department at Minneapolis had their pictures taken recently, and the photographer certainly did himself proud. There are no autographs on the photo and you can tell everyone at sight, in spite of the fact that they are dressed up like plush horses. Ye scribe wanted them to send a copy to the magazine for the uplift of railway clerks, but the H. B. of the S. D. said it was not being done. However, if anyone wants to see for himself, please look in the red plush album, page 3.

And now comes the abolition of C. G.'s. Surely we are being itioned to death. First, prohibition, abolition, extradition, finally perdition. This abolition is pretty hard on some of the devotees of the C. G. habit, and doubly hard on those of us who are good managers (borrowing regularly from the C. G. devotees). Somebody is always taking the joy out of life.

The following has been contributed:

The Railroad Clerk's Prayer.

Now I hie me off to work,
I pray the Lord I may not shirk,
If on some facts my mind is shy,
I pray, dear Lord, Oh, get me by.

We're not saying anything, but you're some bookbinder, Phil.

Joe Kalaher is spending a few weeks at Hot Springs with his wife, who is there for her health—we wish her a speedy recovery.

A. C. Rothmund isn't feeling very well these days, he changed his Christmas present and contracted a severe cold.

Say, Fred, what happened to the Spats, we certainly have missed them—maybe "Birdie" has them; we noticed her sporting a pair.

Almer Ackerman, the painter, has displayed his talent on the books in the record room, red being the dominant color with white and black.

The cashier department defeated the chief clerk department in the 15th annual bowling game last Sunday.

Mr. Craven's office will entertain bowling team from Mr. Reynolds' office, Chicago, on Saturday the 12th; a banquet will proceed the game. Next magazine will carry the results.

Anna Larkin still lives on the Cliff, it seems impossible to convince her, that she is living outside the pale of civilization.

Our heartfelt sympathy is extended to Joseph Collins and family in the loss of their son.

"1921 will not be the easy-going man's year."

Tid-Bits From the S. M. West

A. D. Moc.

Conductor Al Smith and wife have returned from a trip to Springfield, Mo., and other southern points. While in Springfield, Al visited a brother who has been in poor health for a number of years and who is not showing any improvement to recovery at this time.

We learn that our good old reliable friend, Ben Newton, who served the Milwaukee in a most faithful and sincere manner for a great number of years as agent until he reached the standing of a tried veteran has resigned his position as agent at Junius. Ben in his characteristic way has made a host of friends on the S. M. who will be glad to see him around to speak of ye good old golden days any day of the week.

Lineman Ashenbrucker has so far recovered from his injuries received last November as to be taking short walks with the aid of crutches. Lineman Coker has been looking after the wire troubles while Joe was laid up.

George Turner and wife are now located with their son and daughter at some point along the Pacific coast. Mr. Turner has taken an extended leave of absence and is relieved by Max Simons during his absence from Fulda. We venture to say without stretching the truth that each and every one of the S. M. employes are wishing Mr. Turner the best of good luck and a ripping good time on this pleasure trip.

On February 9, Jerry Tollefson was the man of the hour around the Madison freight office, while he announced with pride the arrival of a baby daughter who came the evening before to brighten the home of himself and wife. Congratulations.

We regret to report the death of Mrs. Charles Bacon, wife of Bridge Foreman Charles Bacon, on February 8. Death occurred at the family home in Madison after a lingering illness of several months account of heart trouble. Besides the grieved husband there is left to mourn the loss of a tender and loving mother's care, a son and four daughters. Mr. Bacon and family desire to extend their thanks through the columns of the magazine to the many friends who furnished flowers and for many kindnesses tendered during this, their time of great sorrow.

Wm. Clarke has returned to his position as section foreman at Pedora after an absence of several months during which time he was engaged in farming in the western part of the state.

Section Foreman Edw. Westby, in a letter to relatives at Madison, states that he will return from Tacoma in a short time to again follow up his work in the track department.

Conductor Dan Lawler accompanied by Mrs. Lawler recently visited relatives in Chicago. Conductor Wm. Carr was on the Woonsocket to Wessington Springs run while Mr. Lawler was laying off.

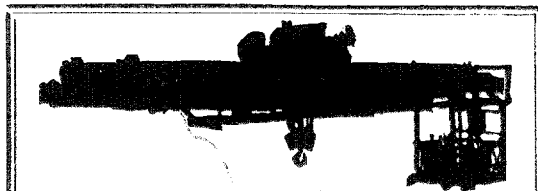
M. C. B. Jottings.
"Izetta."

To begin with, must thank the party who sent me some news items. However, some of them have been omitted by me, for I am sure the editor's blue pencil would strike them out before the "set-up" man got the items. Please note: Any items sent me will be appreciated.

P. G. Winter, statistician in the G. S. M. P.'s office, was going over business matters in our office several times during the month.

Our office boy, Alfred Koch, was missed by us for about a week, he being home with a bad cold. However, he is back at his desk and says he is feeling much better, which we are glad to hear.

The angel of death has visited the homes of some of our co-workers this month and brought sorrow upon them. John Hofub, brother of our chief clerk, was stricken with a hemorrhage and died very suddenly on January 28. Mrs. Louis Bremser, sister-in-law of J. A. Deppe, John Bremser and Edna Bremser, of our office, died on January 16, after a short illness. Mrs. H. Draeger, grandmother of Norma Lutzenberger, died on January 15, following an illness of many months. The sympathies of the entire office force are extended to our fellow-workers in their bereavement.



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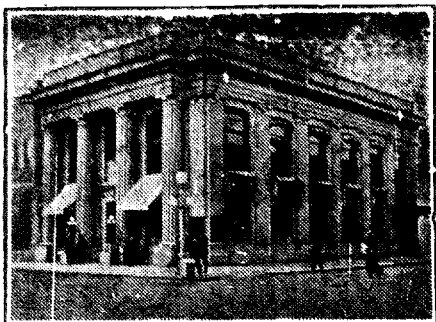
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Ticket agents everywhere are making good side-money on Travelers accident tickets.

Ticket Department

The Travelers Insurance Company

Hartford, Connecticut

J. J. Hennessey, assistant master car builder, attended the arbitration committee meeting in Chicago on January 26 and 27. J. E. Mehan, C. F. Davies, repair track, also attended the meeting.

E. B. Crane, engineer auditor, Chicago, visited our office during the month, also did E. P. Willey, traveling engineer accountant of Mr. Crane's office.

We have a budding Luke McLake in our office, in the person of Albena Wittak, one of our stenographers. I happened to see her writing the following:

There was a man called Lube,
Who surely was a rube;
For music did this roob
Hard blow into a toob.
But just the same he's shrood,
Yet dresses like a dood;
He is a crank on fude
When he is in that mude.

Norma Lutzenberger had quite a sick spell which compelled her to be away from her desk for a week. However, we were pleased to see her with us again on Monday, and hope she will continue to improve.

On January 29 occurred the marriage of Floyd Streeter and Mae Backes. Mae was attended by Clara Kuenzle as bridesmaid and Norman Fuller acted as best man. After the ceremony, a wedding breakfast was served. The young couple left in the afternoon for a short trip to Chicago and Aurora. The M. C. B. and B. C. B. billing offices presented Floyd and Mae with a lovely three piece cut glass set. The best wishes of all are extended to the young couple.

Wilhelmina Bersenbergie, who has been taking care of our comptometer work, has been sick for quite some time. Miss Bersenbergie was taken to St. Joseph's hospital, but at the present time is at her home. We are in hopes that "Willie" (so she is better known) will be able to be with us again, for we miss her ever-ready smile.

J. Hemsey, general freight car foreman, Minneapolis, was attending the staff meeting on February 7. E. F. Palmer, district general car foreman, of Minneapolis, and M. Parkinson, district general car foreman, Dubuque, also attended the meeting.

I just heard that George Schneider, coach yard foreman, is the proud daddy of a baby daughter born on Sunday, February 6. He surely thinks she is a jewel, and her name is going to be Pearl. Congratulations from us, George.

I. & M. Division Parson Schultz.

Roundhouse Foreman H. J. Keck spent Sunday at Dubuque.

Brakeman Baxter returned from a visit with relatives at Indianapolis.

J. M. Oxley has been holding classes on the standard rules and incidentally renewing old acquaintances at Austin.

N. F. Kelsey, roadmaster on the north end, has been transferred to the Dubuque Division. A. H. Hobart, formerly of the K. C. Division, and ex-farmer, takes his place.

Engineer John Ober and wife have gone to California for the remainder of the winter. California has nothing on us this year.

Agent M. J. White of Cresco is spending the winter among the palms and bathing beauties in Florida.

George Barker is back as clerk at Lime Springs.

Mrs. Lane, the well-known exponent of beauty and telegraphy, at Owatonna, is spending the winter in California.

Martin Hoeldt, section foreman of Blooming Prairie, has taken a six months' leave of absence and taken charge of his store at Pratt.

George Pickell, operator at Fairbault, is back to work after a three months' illness.

Brakeman Tony Regner is gradually recovering from his operation which he recently underwent at Rochester.

Operator Art Sexter of Fairbault was under the impression that his two sons could follow in the footsteps of the two Gibbons brothers, so he gave them a pair of boxing gloves for Christmas. It seems the boys were doing good work when Mother Sexter called the fight a draw and took the gloves for her own use. The boys then started to wrestle and one had the misfortune

to break his leg. We understand that Art was dodging gloves for awhile and then decided to sell them. Art, don't you know that the gentle sex can use gloves better than a broomstick now-a-days.

Signal Department Bubbles—Lines East

"Suds?"

Through an oversight, or some other cause, the following note did not appear in the February issue of the magazine, so I am shooting it in again, hoping it gets by.

J. H. Dunn, one of our signal inspectors, resigned to accept a position as associate editor with the Simmons-Boardman Publishing Company, located in the Transportation Building, Chicago. We regret very much to see Johnny leave us but it's a step up the ladder, and the department wishes him all success in this new field. The morning that he left, the office force congregated in one room and F. P. Leahy, on behalf of the force, presented Johnny with a Conklin fountain pen and a gold Eversharp pencil, with enough leads for same to keep him busy for some time. Johnny was taken very much by surprise, and for a moment was speechless, but eventually responded very gracefully.

Joe Munkhoff, R. B. Whitacre and Geo. Phannerstill, have returned to their former positions in the signal valuation department. For a while Phanny was limping around with a cane account of injuring his kneecap when he fell on the ice while skating.

Gus Koenig, signal storekeeper at the shops, lost his mother through death the past month. The department extends their deep sympathies in his bereavement.

Bill Seemuth and Mrs. Seemuth made a trip to Washington, to attend a meeting of valuation engineers. On their way home, they stopped off at New York. Bill said, while they were traveling the weather was fine, but when they were in the cities it rained more or less all the time.

Yes, Renay, Earl seems to be doing better with that ball he bought from Elmer. You see he and Elmer rolled doubles in the state tournament, and in that way Earl became acquainted with the ball.

Suds and wife made a two-day trip to Two Rivers on business recently. The natives up that way are like a fish out of water, because they have no snow, which is unusual.

Adolph Ebert, once signal storekeeper, gave us a call recently. Adolph isn't losing weight and looks fine. Come again, Adolph.

Everybody made favorable comments on the new cover of the magazine. It surely makes a pleasing appearance.

What became of Slim? Did the result of the Volstead Act fatten him out? We hope that F. F. Seeburger does as well as Slim.

The standing of the C. M. & St. P. bowling league to date is as follows:

	Won	Lost	Average
Cashiers	41	22	.802
Signals	41	22	.787
Telegraphers	39	21	.801
Accountants	39	24	.793
Special Agents.....	28	32	.759
Terminals	24	39	.737
Chestnut Streets.....	21	42	.735
Rates	18	45	.731


First ten individual—E. Johnson, 182; C. Schwab, 182; F. Coerper, 179; A. Hoerl, 170; E. Brock, 168; F. Drager, 167; E. Moran, 167; E. Muckerheide, 167; E. Hoerl, 166; G. Hittel, 161.

Prairie du Chien Division Notes
J. F. Contin.

On February 8 at 9 P. M., the clerks of Madison Lodge No. 561, held their annual ball at Boyd's Studio. The hall was beautifully decorated for the occasion and Boyd's first Candy Shop orchestra furnished the music. The keynote of the affair was a general good time for every one and the good old-fashioned waltzes and two-steps mingled with a variety of fox-trots and one-steps restored the spirit of youth to the middle-aged, and met the fantasy of the young.

Needless to say a large crowd attended and the clerks' ball has become the social event of railroad circles looked forward to by all.

That Boosters' Bowling special carrying forty-



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six teams of bowlers representing Madison to the state tournament at Milwaukee Sunday, January, 30, was a howling success. Left Madison 8:10 A. M., arriving in Milwaukee 10:40 A. M., and on the return trip left Milwaukee 12:15 A. M., arriving 2:15 A. M.—two hours flat (not so bad, huh!).

The purpose of this special was to boost Madison for the 1922 tournament and it had the desired results, as Madison was awarded the state tournament for 1922. The C. M. & St. P. employees were pretty well represented as five of the forty-six teams were made up exclusively of our employees. They didn't cop all the money, but got some. Lots of alibis were offered, some I quote below. Joe Conahan, ordered chicken at a Greek restaurant, but was given sea gull. Mike O'Neil's eyes bothered him, he had rheumatism and dropped his bowling ball in the Milwaukee river. Crimmins got nine strikes in a row and it ain't no fake naether. Dunwiddie thought he was dancing and done the shimmy. John Fix said, "no use, I can't fix the pin boys." Manager Jas. Coleman spent most of his time riding on those new Milwaukee street cars. Said he had lots of fun. McGrath was last seen feeding the nuts in squirrel park.

John Clark claims he struck out—for where we don't know.

Frank Lyne, Engineer P. D. C. Division, and cheer-leader, did considerable boosting for Madison and stayed over to boost. Good boy, Frank.

Bill Fagg and Eddie Immler, both claim to have acquired stiff necks looking up at the tall buildings before taking the alleys.

C. M. & St. P. Bowling League Standings Madison, Wis.

Team	Won	Lost
Malletts	42	24
Mikados	41	25
Wreckers	40	26
Compounds	35	31
Baldwins	31	35
Superheaters	28	38
Rotaries	26	40
Moguls	22	44

Bowlers please take note:

We hereby challenge any team on C. M. & St. P. System made up of St. Paul employees. Pretty chesty, ha. Write J. F. Conlin, Freight Office, Madison, Wis.

W. H. Ellis, Engineer, P. D. C. Division, was a caller in Madison, February 5. He certainly is looking fine and the age represented by his engineers service date of September, 1873, rests very lightly on his shoulders. Mr. Ellis stated his wife has been quite ill and they had recently returned from Florida.

One of the cleanup campaigns at Madison roundhouse unearthed a long buried engine wheel drop-pit. We remember a story of a fellow who took a bath and found a long lost vest.

One of our old engineer's didn't wait to interview Mr. Groundhog as to what the winter had in store. J. D. McShane left in January to spend a few months with his relatives at Roseburg, Ore. You can't dodge the income tax that way, John.

Frank Shipley, operator at Cross Plains was on the sick list a few days this month. Hugo Ripp took his place.

The small stations west of here are bubbling over with interest in the frequent trips of the limited states mail planes. Severe storms have caused them to land at various places and the aviators and mechanics are the heroes of the day. As ever the old St. Paul is a reliable standby and is called upon to deliver the mail when the planes fail.

It has been a matter of deep interest to the sirens around Madison why Master Mechanic Kenney should spend Sundays in Milwaukee.

Superintendent J. A. Macdonald entertained at his home, February 10. An enjoyable time was had by all present.

Sheldon Meyer, better known as Beau, is getting all dolled for the university prom. Some of the fair ones in our office have missed their kid curlers and suspicion falls on Beau.

John O'Connell, yardmaster, Madison, spent several days visiting his mother at Freeport. Mrs. O'Connell, although 91 years old, is still spry and able to be about.

F. E. Cush has been appointed roadmaster at Madison in place of J. A. LaTrouch, who has been transferred to Dubuque.

Kansas City Division
Billie.

Our sympathies are extended to Brakenham Ralph Wolfe and wife in the loss of their little daughter, whose death occurred January 28, and to Engineer W. A. Johnson, whose mother died February 12.

The C. M. & St. P. wrecking outfit was borrowed by the M. & St. L., and used by them January 23 to 26, in clearing up a wreck near Oskaloosa.

J. E. Chandier was called to Altoona, Ia., recently on account of the serious illness of his father.

Agent George Gallaher of Sigourney, Ia., has gone back to work after spending part of the winter in Chicago on committee work, and part of it on his fruit ranch in Arizona.

A. H. Johnston, formerly of the store department, West Yard, has been appointed perishable freight inspector at West Yard.

Switch Foreman Mike Meany has returned to work after being off almost all winter.

Wade H. Williams acted as traveling engineer at Ottumwa a short time, while Havre McCrum was in Minneapolis and Duluth on business.

Joe Pohlson, night car man at Ottumwa Junction, has returned to work after being off several days on account of illness.

R. & S. W. News
M. J. Cavey.

Engineer P. J. Burns has been under the doctor's care for some time, but is improving nicely at the present writing.

Operator Miller, who has been doing agent's work at Durand, is back to the key at Racine.

Engineer John Dudley has taken the day patrol in absence of Engineer Burns.

Engineer Bill Smith with strong man Schultz is back on the way-freight and Engineer Otto is on the night patrol.

Racine had some sensation February 6. A party of three men were seen coming down the street, they all were dressed in blue with their coats open, some say they had brass buttons on their clothes, one was lame, one walked with the stride of a soldier, and one walked with the air of a coal king.

People were amazed; some said, "I'll bet they are revenue men;" others said, "No, they could not be;" others said they were personating some strolling actors from some show; what they were in search of, no one could make out.

They were carefully scanning all the buildings, as if apparently they had been there in years gone by.

Finally Conductor Matson came down the street and seeing the crowd looking, also wondered who the strange men could be; but on close investigation, found them to be Conductors Milton, Howland and Myers, all old vets, looking for the moon.

Conductor Jim Kelly is doing extra passenger work on the Rockford branch account Conductor Hamer laying off to look after his new hotel.

Several of the boys are receiving cards from Conductor D. McCarthy, who is enjoying winter days at Tampa. "Pretty close to Cuba, old kid."

Conductor J. Cavey expects to start south on his vacation latter part of the month.

Miss Mary Howard, stenographer to chief dispatcher, has returned from a two weeks' vacation spent in Buffalo.

The first dancing party of the new year given by employes at Beloit was held Jan. 29. There was a large attendance including a number from Rockford and Janesville. The evening was very much enjoyed and everyone is looking forward to March 17. We hope to see a larger crowd at that time.

H. P. Funk, clerk in superintendent's office, when returning home the other night, was accosted by two men who demanded that he "stick 'em up." Heinie, thinking someone was playing a joke on him, did not comply and received a blow on the back of the head. His screams attracted the attention of people in the neighborhood, who came to his assistance and the would-be robbers fled without getting any money.

Wonder what C. I. B. said to the man who called at the superintendent's office the other day?

Master Mechanic and Mrs. W. J. Hughes attended the dance in Madison February 8.

Agent Frank Mosher of Springfield is recovering from the accident he had some six weeks ago, and is able to get around without the aid of crutches.

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was a Delavan caller January 19 and expects to resume work soon.

Conductor Charles Dobbert, who has been working out of Janesville during latter part of January, says: "Made 100 miles in four days, some job. Don't forget there are other things you can work at, Charlie."

Fireman Joe Hayes has gone to hospital at Milwaukee for an operation. We all hope "Tony" will be out soon.

Chicago Terminal's Latest News

Caught in the passing, by employes in different departments. Revised and rewritten by Guy E. Sampson.

The date for publication is close at hand and from the amount of news that is fast coming in we ought to be able to give the outside districts a good idea of what is going on in the terminals at this time.

Mr. Peter Kennan, stationary engineer at the Kinzie Street station is the proud "Daddy" of a ten-pound son. Mr. K. Sr. has already constructed a miniature boiler and intends teaching the youngster from the start just how to economically operate the same. That's right, Pete, by the time the lad wants to take "Dad's" place, efficiency will be the predominating factor in every position.

James Siggins, who has been absent for the past eight months account of illness, is back on the job again, just as fat and sassy and the same old entertainer as ever. Really his singing has improved.

How many of us stop to think what the advancement of one man may mean to the department he is working in. Please follow me and see what changes took place at our Galewood roundhouse when M. P. Hannon, our general foreman was promoted to the position of D. M. M., with headquarters at Dubuque, Ia.

First Mr. Fred Hagen stepped out of the ranks to the position of night roundhouse foreman in place of J. Terney, who was promoted to assistant roundhouse foreman to take the place of Mr. Carroll, who in turn succeeds Mr. J. Hale as roundhouse foreman, and Mr. Hale steps into the vacancy caused by Mr. Hannon accepting a higher position. Each of these gentlemen have proven by services rendered in the past that they are well qualified for their new responsibilities. In this case the promotion of one man gave at least five others a chance to advance and we all desire to wish them all success.

As soon as the old office is vacated the entire carpenter force will start to raze it to make room for the new addition to the blacksmith shop so that there will be sufficient room to install the new steam hammer.

The work of installing the new electric hoist in the new shops is fast nearing completion. All machinery for the same has arrived and is waiting installation. Understand that as soon as the old shops are vacated the pipe-fitters and jacket men will occupy same. Good change, they all think.

Miss Therese Petrone, former timekeeper at the Galewood shops has been transferred to Dist. M. M. Emmerson's office. We hated to see her go but you know all ladies hold the right to change their positions (and names) when they so desire.

A machinist's helper, John Dintzel, of the Galewood forces, slipped a good one over on the boys recently when he requested transportation for himself from Chicago to a point in Wisconsin. Get me, see the point? Well, he returns a few days later with a blushing bride and if Jack will tell the boys how he managed it, as this is not leap year, they will forgive him this time, but we hope he will never do this again. Well, here's wishin' the best of luck on both Mr. and Mrs. Jack.

Several assignments have been pulled off in the terminals, among them the second shift on both north and south Humps. This made it necessary for some of our boys to get onto some job besides riding cars. It was uphill work for some of them, but then we all had to learn.

There has been considerable rivalry among the men at Division Street in the line of knocking down pins. The "Singles" defeated (for the first time) the "Married Men" at a well-fought contest recently. Pretzell (Single) scored high

game with 235; LeGros (Married) was a close second with 201.

Mr. Laing, recently appointed station agent accountant, evidently understands his work, to be able to meet the attacks of those thorough grueling auditors.

J. Pretzell, car order clerk, evidently doesn't get enough railroading at the office as we are informed that he is taking a course through the American Association of Commerce.

The stork, after a long delay, visited the home of Mr. and Mrs. Pupikoff and delivered a bouncing baby boy. Rather late to ask for cigars now, Joe, but if you ever overlook us again, well look out, that's all.

Mr. Cusack, A. G. Y. M., has been transferred to Mannheim. A. C. Dempsey of Vice President Grier's office is his successor. We wish both gentlemen the best of success in their new positions.

Henry, Reconsigning Clerk, still wears his broad smile and greets you with that army slang: "He's a good ol' plug."

Demurrage Clerk Harry Griepke, took a day off recently to co-operate in cutting our monthly expenses. Shows a good spirit, Harry.

LeGros reported sick last week but back at his desk again stamping B/Ls.

Crowley, as usual, is making trouble for his constituents by assessing car service. That's all right, Pat, we need every cent that's due us to make both ends meet.

Yardman Riechlich of Mannheim was accidentally hit by a passing train near his home and died a few hours later from the injuries received. He will be remembered by all the boys from out of the terminals who were with us the past summer as he operated the supply dolly between the North Hump and Bensenville. Later he entered the service as a switchman where he remained until the day of his death. The sympathy of all employes are extended to the bereaved family.

An epidemic of sleeping sickness is reported around Chicago of late. Yard Clerk Sidney Graser of O'Brien's office seems to have a touch of it.

It is further reported that Clerk Fred Deviney is intending to take another layoff on March 6—yes 1921—and take in the rest of the sights at Hanson Park as he did not have time to see it all Xmas time.

James Quillen of O'Brien's office is now back to work after having been laid up with the gout for three weeks. We did not know that Jim was such a high liver, but you can't always tell. However, the boys are all glad to see his smiling face in their midst again.

Abraham Lincoln had nothing on Chief Clerk Walter Franz when it comes to having a birthday on February 12, but we will wager a cigarette that Wallie has it on the martyred president when it comes to celebrating said day. We understand that Wallie won a five-spot in a game of draw on this particular day and then invested the five in a bran' new fountain pen. Play safe now Wallie, and don't put the pen up on any game.

While sitting in the office this evening we read the following message signed "W. G. B." "Forty-one cars of ice loaded at Pewaukee today for Bensenville." We sure thought of old times when we used to get work messages signed W. G. B. By the way, we are awfully busy just now putting up ice; having a crew of about eighty men at work filling the house. Yes, our big ice house will soon eat up Mr. Bowen's forty-one cars.

Switchman Royston, whose former home was at Madison, Wis., returned from a ninety-day leave of absence and stayed two days with us and returned to Madison for another visit.

Some of the terminal boys want the Pr. du Chien correspondent to let them know through the magazine if they ever see Dick Brew or Jake Simpaw.

Frank O'Malley went to Green Bay to see his family for a few weeks. Says he gets lonesome in a small place like Chicago. We told him to move to Bensenville where life is worth living. Hurry back, Frank.

Iowa (Eastern) Division and Calmar Line
J. T. Raymond.

Fifteen officials of the Milwaukee railroad were in Marion for a short time February 10 on an

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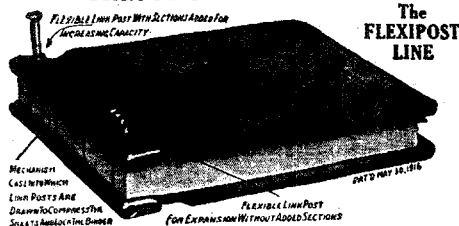
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inspection tour, leaving Cedar Rapids on No. 21. The group which made the trip included B. B. Greer, Vice President; L. K. Silcox, General Superintendent Motive Power; J. T. Gillick, General Manager; G. L. Whipple, Superintendent of Transportation; W. H. Penfield, Engineer Maintenance of Way, and M. Parkinson, District General Car Foreman. Superintendent Marshall accompanied the party to Savanna.

L. D. Hawden of Chicago was at Marion on a business trip February 10.

General Superintendent J. H. Foster of Minneapolis, enroute from Des Moines, visited briefly with Mr. and Mrs. Karl Kendall at Marion, later going east with the party of officials on No. 24.

Fireman Delbert Hare of Marion was quarantined for a while account having scarlet fever.

On January 26, Train No. 20 struck and killed Section Foreman Stephen Sharp and Section Man Thomas Barry. The accident happened on a curve about one mile west of Riggs. The two men were walking towards Riggs on the westbound track after their lunch pails. They saw a westbound freight coming and stepped over on to the eastbound track and were struck by No. 20. Neither of the train crews saw the accident and it was not known until two hours later when a westbound freight crew saw the bodies and reported it in time so that No. 21 was notified to pick up the remains and take to Delmar Jet.

Mr. Sharp was born in England, January 29, 1865, and has resided at Delmar for nearly thirty-five years, most of this time in the employ of the Milwaukee Company. Through all these years he was a hard working, dependable employe with the best interest of the company at heart and was well liked by his fellow employes. The funeral was held January 29 at 2:30 P. M., at Delmar. Besides many neighbors, there were about fifty railroad men present, including Roadmaster Geo. Barnoske and a number of section foremen.

Mr. Barry has lived at Delmar the past forty-five years, most of the time in the employ of this company, and was always an industrious, loyal employe. His funeral was held from St. Patrick's Church, Delmar Jct., at 10:30 A. M., January 29, a large concourse of sympathizing friends and neighbors attending.

We extend heartfelt sympathy to the surviving members of the families of these two deceased employes.

H. E. Ramsey, Jr., has been appointed agent at Ferguson, and G. E. Madsen, agent at Waucoma, instead of L. H. Baker.

Conductor Henry Higgins has been away from duty several weeks account of sickness, Conductor Ben Buckley relieving.

Operator Mac Stewart went to Rochester, February 10, for a week's visit, Operator W. E. Rose relieving. Mr. Rose is back on the Eastern Division temporarily until business improves on the Coast line. He has been dispatching at Miles City for some time.

Agent Tom Lynch of Delaware has resumed work after a visit with California friends.

Wednesday evening, February 2, at the home of Conductor and Mrs. W. D. Shank, Marion, occurred the wedding of their daughter, Mary Helen to George C. Sommers, Jr. Following the congratulations a wedding dinner was served. The bride is the only daughter of Mr. and Mrs. Shank.

George C. Robinson has succeeded Mr. Cline as watch inspector for the company at Marion.

General Superintendent W. M. Weidenheimer and Superintendent C. H. Marshall went to Des Moines, February 8, meeting General Superintendent J. H. Foster there for an important conference.

Clyde Kinney of Des Moines was the guest of Verto Reichert for a few days the middle of February.

Mrs. C. H. Marshall has returned home after several weeks' visit with Mr. and Mrs. Hubert C. Deming at El Paso, Tex., where they reside.

Miss Idelle Fullerton of the superintendent's office at Marion and her mother, Mrs. Easter Fullerton, spent a few weeks' in Seattle, Wash., and Alberton, Mont.

Operator L. E. Brown and family have returned to Monticello after an extended trip to Florida and other southern points.

Items From the Kansas City Terminals

L. E.

The Kansas City Terminals were 100 per cent in the way of Safety First this last month. Not one personal injury was reported for January.

T. P. Morton, trainmaster of the Kansas City Division, held an investigation here January 15. J. T. Clark, general car foreman, was ill a few days last month. However he is better now and back on the job again.

C. O. Bradshaw and A. A. Wilson were visiting the terminals January 25.

W. E. Bridges, our former messenger, was in the superintendent's office early in February bidding everyone good-bye. He left for California the 10th and expects to be gone the remainder of the winter.

What we want to know is where was Paul the day Sue and Mr. Kelly were away from the local office?

We understand Mr. Kelly has a Stutz car.

Messrs. DeGarmo and Garvey of Mr. Steven's office, were checking the Kansas City station from February 1 to 5 inclusive. At the same time Mr. Beatty of Mr. Whipple's office was here also.

E. J. Gaynon, check clerk, was in Chicago a few days last month.

Mr. Etter, T. P. A., has returned to Kansas City after a strenuous trip over the Iowa and Wisconsin Divisions.

F. E. King, district carpenter, made a business trip to the terminals, February 9.

Operator A. W. Fair is relieving C. L. Carey at Coburg for a few days.

Engine 7131 arrived here January 31. After it is all fixed up we expect to do a rushing business in the way of switching.

F. A. McCarthy and family spent Sunday, February 13, in Chillicothe.

News in the Kansas City terminals is as scarce as winter weather on this part of the road. The correspondent would surely appreciate it if news items were sent in.

East Wind
Mile a Minute.

A. C. Dempsey, formerly chief clerk to Vice-President Greer, has accepted the position of yardmaster at Division street, Chicago. Mr. Dempsey is succeeded by D. T. Bagnell, formerly Mr. Bradshaw's chief clerk.

Frauces Johnson, Margaret Schmitz, Bertha and Lillian Melcher, Ann Plattner and Dorothy Hallwachs were entertained February 8 by Mrs. Lester Berg, better known as Elsie Pfug, formerly of the advertising department. They are all hoping Elsie will repeat the treat.

Since George Harder has become custodian of the stationery in the general manager's office, we have heard suggestions that he change his name to "Horder." Wouldn't be a bad idea.

H. J. Williams of Mr. Earling's office, at Seattle, was a welcome visitor recently.

M. K. Buckley spent Valentine's Day in Milwaukee Shop Yard. His heart was with the bad order coaches.

L. F. Donald, who has been chief clerk at Sioux City for the past year and one-half, comes to Chicago as chief clerk to Mr. Bradshaw. We wish him every success in his new position.

The distinguished looking gentleman with the long hair that you see in the corridors of the fifteenth floor is not a professor, but Mr. Fitch of the purchasing department.

Wallie Swanson is in bad with Billie Ahearn. Wallie boasted Cedar Rapids as a live town, but Bill investigated and found it anything but such.

Granger Smith, passenger car distributor, Mr. Whipple's office, was forced to be away from the office for a week because of illness. We are glad to know he is again at his desk.

Did you get one of the cigars Albert Lewis passed around? It's a girl.

Mr. Cochran has figured out that by starting at the beginning of a thirty-one-day month with one cent and doubling the sum each day he can save \$21,474,836.47 at the end of the month. Very well, Amil. Save your pennies. Here's luck to you.

A very pretty Valentine's party was held at the home of Miss Carolyn Burke of the general manager's office in Austin on Saturday evening.

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Abie Dodd stood on the railroad track.
He did not hear the bell—
Toot, toot,
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February 12. A delicious dinner was served, after which various games were played and a very enjoyable evening was spent by all.

It seems that E. K., friend of A. C., of the purchasing department, has deserted her, as she is of late under the influence of a "blue" spell. Occupants of 1233 have been given quite a treat of late in the way of "What to Wear and How to Wear It," by Miss Grace Winters, and la dernier crie in hair-dressing by Miss Alice Haun.

We wonder where Roy Dougherty's thoughts were when he sent out the letter about the "Shiners' Convention?"

Kathleen O'Neil was on the sick list for a few days, but when she learned how lonesome it was without her, she hurried back. We were all glad to see her.

We learned from a confidential source that two of our secretaries visited the broker's office the other noon and bought half of the funded debt of the Southern County gas bonds. One of the individuals just enjoyed a vacation spent in Youngstown, Ohio, and the other is now on a trip to New York, seeing the sights of Broadway, and probably buying more bonds.

An Ode to a Taxi

Black and Whites and Diamonds,
 Browns and Chains and others,
 They float around our boulevards,
 Like ships without their rudders.

I saw one the other day,
 That surely made me "beller,"
 Oh! Ouiji board please tell me
 Is it a Checker or a Yeller?

Explain yourself, Myrt. For taxi service, call Calumet 6000, or the oriental freight.

Otto Grill, employed by the road at Savanna, Ill., recently visited Billy Grill of the general manager's office.

Familiar sayings in the telegraph office:

Jones: "Boob, I'll have you arrested."

Kaspair: "Did you chew 'Bright Mawin'?"

Peterson: "How many stores have we in Elgin now?"

Eddie Schultz got to be car distributor and now he is married. Schultz couldn't stand prosperity.

James V. Kelly received two valentines. Who's your friend, Spike?

Merlin Schulkins finally admits it will be during the sorrowful month of April.

Girls, line up for the beauty contest!

There is a certain young man in the purchasing department who has a wonderful marcel. Where do you get it, Mr. F.? We girls would like to know.

Have you heard the latest? Ask Charlie Herman of the telegraph office.

Who is supplying Madge Ginaine with flowers?

We are awaiting Charlie Goetz's return with great apprehension, fearing his vacation will have increased his avoirdupois to such an extent that the present supply of collars in Chicago will be anything but sufficient.

Room 1241 has become very popular in the last month. Vila Graves had on display some very pretty organdy boutonnières, and since then she has been unable to fill all of the orders which she has received for them. If you would like one, you might get in your order early.

What's the attraction on No. 47, Bernice?

R. T. McSweeney has been spending considerable time at the offices of the insurance adjusters. We are all sorry to learn that his car is a total loss as a result of the fire at the Garfield Park garage, Harrison and Crawford. He certainly looks downhearted in spite of the long green they will have to cough up.

Bessie Drach of the general manager's office was absent for a few days last month. We heard she had "toe-main" poisoning.

Signal Department Wig-Wag-Lines West The Office Bunch.

George Sypal was off a few days account of sickness, being relieved by Glenn Smith, helper at Plummer Junction, Idaho. James Moran worked as helper during Smith's absence.

David Snyder, helper at Marble Creek, has been off for two weeks—do not know whether he is hunting a wife or other wild game—haven't been

advised as to that yet; he is being relieved by Verne Eye.

Hans Lofton, formerly traveling master at Renton, is now working in McConnell's telegraphy crew in Montana.

One of our men, at least, is starting out the new year right. Benjamin Cautter, ex-helper at Butte Yard, shipped to Seattle and took unto himself a wife January 31. His wife came from Grace, Mont. Believe they intend to make their home at Garcia, Wash.

L. W. Smith was called for a conference with signal supervisor at Deer Lodge. We do not know what all happened, but suppose there was nothing serious as JTM is still on the payroll.

Supervisor Allen made his third lap on the Masonic goat and pulled through O. K. Dave Williams came in for the event and incidentally met the girls in the office.

Jim Howell was off for about a week due to illness we took up a collection to buy some flowers, Mr. Howell, but you recovered so quickly we bought peanuts instead.

W. L. Hubbard found out that his Nash couldn't get much penetration on the side of a Puyallup Bus. The result of his test, made on January 24, was a broken collar bone for Inspector Seeburger, bruised back for Supervisor Allen and a rather battered looking Nash car. Ed and Slim didn't know the test was to be made soon enough to unload. Present reports from the hospital are encouraging.

FFS has been trying to convince us that he doesn't swear any more, but judging from the line of talk when he was brought in the office after his bump, he hasn't forgotten the words. Well, never mind, Slim, I guess you didn't know what you were saying.

"Gossip from the Trans-Missouri"

M. F. H.

The claim prevention meeting held at Miles City recently was well attended by representatives from the Trans-Missouri, among them being Superintendent Fuller, Chief Carpenter Clothier, J. B. Duvall, P. C. Williams, G. R. Jacobs, R. C. Hershleb and E. M. Greenwalt.

Miss Irene Maricle, who is making her home at Sioux Falls now, visited with old friends at Mobridge.

Mr. and Mrs. A. W. Vail left recently for a short stay in California.

Miss Joe McCarthy, formerly clerk at the roadmaster's office, has gone to Helena to attend business college.

C. K. Todd of the Mobridge relay office is now working at Hettinger.

W. B. Donahue spent several days at Pierre in the interests of the hydro-electric bill.

Fireman F. H. Rollyson is making an extended visit at his home in West Virginia.

Agent Dodge of New Leipzig is the proud father of a baby boy, who arrived at his home recently.

J. S. Griffith has been in Mobridge the past week.

N. A. Helm recently returned from a visit at his home in LaCrosse, Wis.

Listen! Listen! The epidemic has broken out anew and we all thought that it had been checked. Miss Bernice Flora, chief dispatcher's stenographer, is displaying a new diamond ring.

Elsie Perry has just had a very serious operation for appendicitis and is still very sick. We all hope for a speedy recovery.

Mrs. J. M. Waters is now employed in the store department offices at Marmarth.

Chief Dispatcher Hayden spent several days attending the legislature at Bismarck.

Chief Carpenter Clothier has just built a new door between his chicken coops for the chickens to play tag through. Has a 1727 been sent in to cover?

Agent O. B. Tripp of Hettinger is taking a short vacation, being relieved by Nick Gahr.

W. C. Fuller attended a meeting of the Interstate Commerce Commission at Sioux Falls recently.

In one of the departments at Mobridge a bulletin was issued stating that clerks late for work would be required to make up the missing time after working hours. "School days, school days, dear old golden rule days."

Car Repairer Albert Stapf has been passing around the cigars recently? A new baby boy arrived at his home.

H. R. Wells, Pres. Robt. Yokley, Vice Pres.
L. K. Hills, Cashier

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Boisterous Doings at St. Paul "Birdie."

He that we thought immune has fallen. H. K. V. has copped onto a woman; watch out, Harold, she'll get your roll.

We have often wondered where Lydia and Birdie go at noon lately. Birdie usually returning with a man on her arm and Lydia with a sack of peanuts in her pocket.

Walter Walsh of the yard office still has the same line; Walsh, you should commercialize it, it's an art.

The boys and girls and also the mayor of Hazel Park would like to know where Spike Hennessy disappears every day about 5:05 P. M. On Third street among those transparent walls. Spike, explain yourself!

John O'Connell of the ticket office is sporting a new gray suit—evidently more attractive through plate glass windows.

After Harold Voss had regained his composure after seeing the Greenwich Village Follies, he related his thrilling experience in the following words:

To the Follies gay
I went one day,
To see the chorus flight—
A wondrous sight.

I thought no harm
To have my arm
Around my deary's waist,
It's not good taste).

Upon the walk
Three comrades talked;
I tried to pass them by—
I know not why.

I heard haw haws
And then, a pause,
I knew what they would do,
Oh! I felt blue.

But, say! Next day—
The way that they
Did hand the razz to me
The razz to me.

But castles fair
All built on air;
They all must fall in time,
And so will mine.

Brother Pete visited M. P. G. between trains one day; strange how alike some people are, even Pat couldn't tell them apart.

Janesville Jottings S. G.

Third Operator Harley Fish has resumed work after being off a few weeks on account of sickness. Operator Guy Bingham relieved him.

Chief Clerk John Brown visited Milwaukee last week.

Chief Dispatcher G. T. Carroll and Trainmaster E. H. Bannion of the C. & M. Division were in Janesville on business February 10.

Caller James Granger has returned from a visit to Milwaukee, but says he does not care about the Cream City. Report says he got lost in the Wisconsin metropolis and relatives had the Milwaukee police department looking for him. He's still looking for the guy that wrote the poetry about him.

Dispatcher George Davey paid the boys at Janesville station a visit January 22, and drops around occasionally on his days off duty. We are all glad to see you, George.

Superintendent J. A. MacDonald was in Janesville on business February 4, 1921.

Assistant Cashier Marie Duckett has returned from Toronto, Canada, and reports a very good time.

Operator Art Hennessy is sporting a new chair and has a fancy cover to decorate it and prevent it from getting scratched.

D. J. Cunningham, ticket clerk, attended the bowlers' convention in Milwaukee last week. Dave got enough of the boys together to get a special car on No. 8, February 5.